

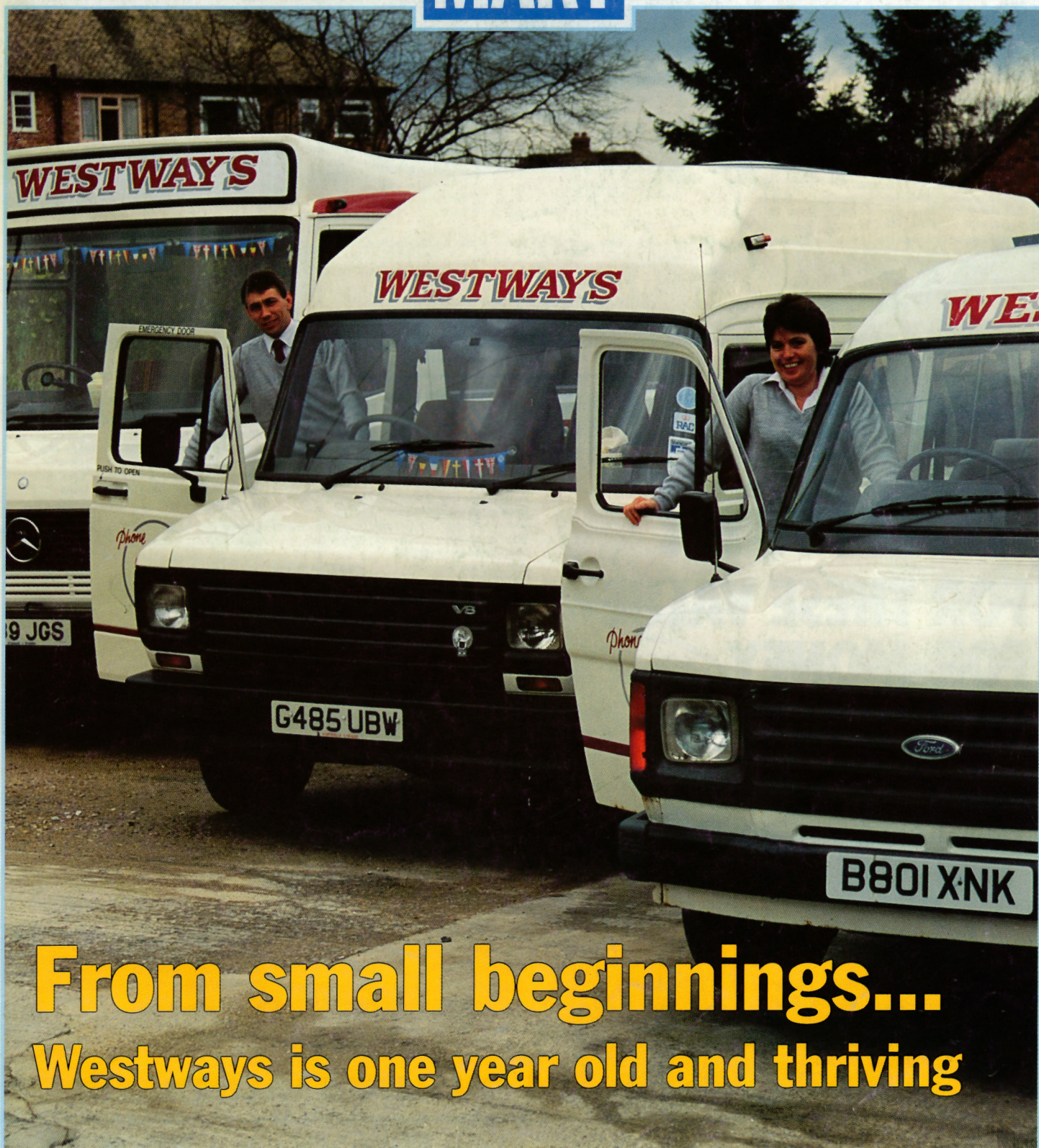
COACH

MART

The weekly for the coach industry

Issue 632 £1

March 28, 1991



From small beginnings...

Westways is one year old and thriving

Carlton P.S.V.

IMMEDIATE DELIVERY

NEW NEOPLAN SKYLINER, Mercedes V8 Twin Turbo, ZF 7 speed gearbox, 77 reclining seats, toilet washroom, kitchen, twin water boilers, Webasto, curtains, ABS, radio PA stereo, lift/lower suspension, air brake dryer, wired for TV/video, courier seat, tinted windows.

NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. MoT 03.01.92. Stock No. 0022.

1987 Neoplan Jetliner (Scania), 44 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, continental door, driver's bunk, MoT 13.05.91. Stock No. R044.

1983/4 Neoplan Skyliner, 71-75 seats, Mercedes V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9018 to 9023, 0041 and 0042.

1982 Neoplan Jetliner (Mercedes), 49 recliners, N/S plug door, 6 speed ZF, toilet, washroom, drinks machine, fridge, continental door, rollo blinds, driver's bunk, courier seat, MoT 13.05.91. Stock No. R028.

1982 Neoplan Skyliner (with cherished plates), recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. MoT 11.03.92. Stock No.0004.

VOLVO

1987 VOLVO B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.01.92. Stock No.1050.

1983 VOLVO B10M Jonckheere P599, various specification, 48/51 seats, toilet, coffee machine etc, choice of 3. MoT's June/Nov/Dec 1991. Stock Nos.R036, R038 and R039.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No.0012.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette, MoT 27.01.92. Stock No.0014.

1973 VOLVO B58, 11 metre, 53 (remoquetted)seats, X'Press doors, side lockers, MoT 03.10.91. Stock No.1047.

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No.0021.

1985 Scania Jonckheere P50, 10 speed gearbox, 49 recliners, power door, O/S centre sunken toilet, washroom, O/S continental door, double glazed, drinks, fridge, MoT March 1992. Stock No.R045.

BEDFORD

1981 Bedford YNT, 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes, reconditioned engine, MoT 09.09.91. Stock No.M9014.

1980 Bedford PJK, 29 seater, Duple Dominant, MoT 16.09.91. Stock No.0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream exterior, red moquette. Stock No.M9036.

LEYLAND

1982 Leyland Leopard, 12 metre Dominant, 51 reclining seats, 6 speed ZF gearbox, double glazed, Telma, radio/PA, Bristol dome, MoT 21.01.92. Stock No.9033.

1982 Leyland Leopard, 12 metre Plaxton, 49 seats, semi-auto gearbox, toilet, coffee machine, side lockers, MoT 16.08.91. Stock No.0010.

1981 Leyland Leopard Duple Dominant, 53 seats, 6 speed ZF gearbox, red moquette, livery white, MoT 23.08.91. Stock No.M9012.

1981 Leyland, 11 metre Plaxton, 53 seats (remoquetted), 6 speed ZF gearbox, X'Press, side lockers, grey/red moquette, MoT 30.08.91. Stock No.9013.

1981 Leyland, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream exterior, autumn tint moquette. Choice of 2. MoTs 29.08.91 and 25.10.91. Stock Nos.9010 and 9011.

1980 Leyland Leopard, 12 metre Plaxton, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No.9009.

AEC

1977 AEC Plaxton Express, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No.0006.

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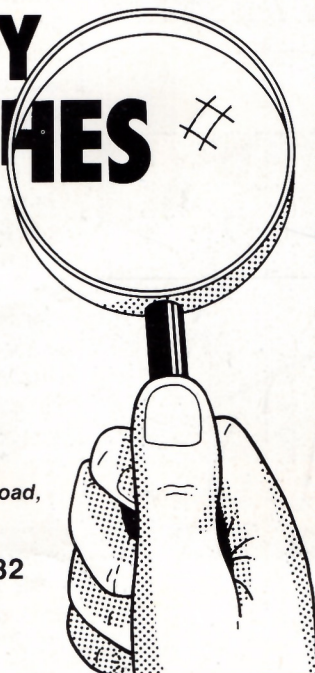
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BOVA 1984 FUTURA FLD (LOWLINE) 12.250 INTEGRAL 12M, 53 str., (48 recliners + 5 fixed at rear) beige/brown moquette, continental door, courier seat, curtains, double glazing, power entrance door, Webasto heating, cream/red/gold.

M.O.T. MAR 1992 **£38,000 NETT**

VOLVO 1984 (SEP) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49 recliners, saloon toilet at rear, courier seat, curtains, carpet, power entrance door, Webasto heating, grey/red moquette, all white.

M.O.T. MAR 1992 **£42,500 NETT**

SCANIA 1984 K112 JONCKHEERE JUBILEE P599 12M, 49 recliners, fawn/orange moquette, power entrance door, courier seat, berth, centre toilet, fridge, continental door, double glazed side windows, drinks machine, TELMA retarder, wired for T.V. + video, all white.

M.O.T. DEC 1991 **£45,000 NETT**

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.

M.O.T. FEB 1992 **£65,000 NETT**

BOVA 1983 EUROPA II INTEGRAL 12M, 49 str., red moquette, (44 recliners + 5 fixed at rear), power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.

M.O.T. APR 1992 **£29,500 NETT**

DAF 1982 (OCT) DKTL PLAXTON SUPREME 12M, 57 str., red moquette, power entrance door, tinted side windows, curtains, white/brown.

M.O.T. OCT 1991 **£25,000 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V. + video, white/grey/red.

M.O.T. FEB 1992 **£42,500 NETT**

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 recliners + 5 fixed at rear), power operated entrance door, TELMA, courier seat, curtains, continental door, provision for driver's berth, all white.

M.O.T. MAR 1992 **£42,500 NETT**

DAF 1983 (NOV) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners, re-trimmed in grey/red moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired for T.V. + video, Telma retarder, drinks machine, magazine nets, all white.

M.O.T. NOV 1991 **£42,500 NETT**

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired and boxed for T.V. + video, silver/blue.

M.O.T. JULY 1991 **£47,500 NETT**

TRADE DESCRIPTIONS ACT;

In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;

Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

QUALITY & VALUE ASSURED

COACH

Issue 632 £1

MART

March 28, 1991

- 5 News:** South Yorkshire need not sell companies following High Court decision; Ireland beats Britain to star rating system; BCC blasts Budget; survey reveals firms' cash slump.

- 12 News Feature:** Rod Davey speaks to Caldaire chairman Ken Hodgson following SYT's victory over MMC.

- 14 Fleet Update:** Busways gets ten double-deckers; Pattersons Coaches changes direction; second Buffalo is delivered.

- 16 On Target:** Marksman says you must budget for profit.

- 19 Diary:** Red Tape is still about in force; and Mealstop tells of a particularly clever copier and reveals the latest sartorial styles for operators.

- 21 Letters:** National Express answers its critics; and there's memories of bygone days of coaching.

- 25 COVER STORY Profile:** Mike Morgan visits a company which has had a great first year.

- 29 Bus & Coach Wash Special:** Rod Davey looks at what's on offer to operators wishing to keep their fleets clean in another special feature.

- 39 Licensing & Legal:** A Camm Ltd of Nottingham gets registration ban; driver's licence bid is adjourned.

- 43 Tours & Excursions:** Looking at what attractions are on offer at British castles.



Good news for SYT - page 5



A success story - page 25



Keeping clean - page 29

COMMENT

CONGRATULATIONS Irish Tourist Board. You have managed to achieve something in 12 months that the massed minds and resources of industry associations in Britain have failed to achieve in years and years. A star classification for coaches.

In that short time, the Irish Tourist Board has consulted closely with Irish operators and drawn up a definitive document listing clearly a Code of Standards, straightforward criteria for the new star classification and cancellation procedure. It should be in place on coaches, working to ensure a proper rate for the job, by 1992.

A similar star rating system, already working well on hotels, is also being applied to Irish self-catering accommodation, guesthouses, caravanning and camping and motor homes for hire. And the reason for bringing in the systems? Because they tell customers what they are actually getting for their money. Price would no longer be the only indicator. And operators would start getting the rates their vehicles deserve. The argument is clear cut, the procedure straightforward. So, who is working to bring in a star classification system for coaches in Britain?

SOUTH Yorkshire Transport has succeeded where others have failed. It has become the first company to challenge a Monopolies and Mergers Commission recommendation and win. The MMC has been challenged six times in five years, so winning the judicial review was an historic victory for the publicly-owned bus company and its majority shareholder South Yorkshire PTA. Smaller operators watching this battle of the giants must, however, have very mixed feelings about the precedent which has surely been set by the result. On the one hand, it frees them to sell local bus work on to the larger, more dominant player. For some operators this has been the only way to make serious money out of running - or rather not running - buses. For others it has been the reason for starting up in the first place. But on the other hand it means large local operators are free to grow to account for over 80 percent of the local bus market, provided that is not held to be a 'substantial' (whatever that means) part of the UK. That sort of market share gives an unhealthy amount of power to the major player in both commercial and tendered bus operations.

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89 (F) DAF SB2300 Duple 320 SL, ZF 6 speed manual gearbox, wheel discs, ducted heating, power door, integral side lockers, radio/PA/cassette, 57 reclining seats, ext white, MoT 31.05.91 ~~£74,500~~ **£69,500**
(Choice of 2)

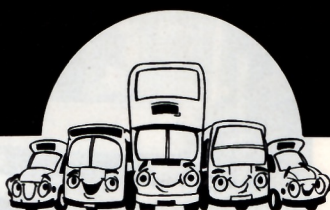
89 (F) DAF SB2300 ATI Caetano Algarve, ZF 6 speed manual gearbox, wheel discs, Cont. door, curtains, 53 reclining seats, int grey/brown, ex white, MoT 5.04.91 ~~£84,500~~ **£79,500**
(Choice of 2).

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- Only a nominal weekly charge is payable if the vehicle remains unsold after 3 weeks.
- A fixed-rate commission (between 5%-10% of selling price), payable only when vehicle is sold.

MCW

1986 MCW CUMMINS L10 Engine. 4-speed full automatic Voith gearbox, 79 recliners, nearside front power door, toilet, orange curtains, luggage pen, seat back pockets, full soft trim, MoT 19.09.91, resprayed all white.
Price **£21,000**

NEOPLAN

1984 NEOPLAN SKYLINER, 75/77 recliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
Price **£39,500**

JUST A FEW EXAMPLES

1975 BRISTOL VRT (Gardner 180 engine, Choice of 2 - NOW ONLY ONE. Stock No. MCW (low bridge), MoTs Feb & May 1991.
Price ~~£2,950~~ **SOLD** **£2,500**

1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500, 48 reclining seats, hydracrylic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
Price **£27,000**

1985 LEYLAND TIGER 245 Duple Caribbean II 40 recliners plus courier, toilet, double glazed windows, curtains, seat back tables, power windows, fridges, twin fuel tanks, Webasto, driver's bunk. Stock number M020.
Price ~~£29,950~~ **SOLD** **£29,950**

1984 LEYLAND TIGER 245, Plaxton 3500, 50 reclining seats, ZF manual gearbox, Webasto, dble glazing, Leyland re-con engine, April 1990, MoT 15/11/91, stock no M022.
Price **£32,450**

1988 DENNIS JAVELIN 11 metre Duple 320, 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates - 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.
Price **£47,500**

(Why not join the ranks of satisfied customers who have sold their PSV's through the Bus & Coach Mart)

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■ MMC INVESTIGATION

High Court decision means SYT need not sell companies

THANKS to a High Court judgement, South Yorkshire Transport will not have to obey the Monopolies and Mergers Commission order to sell four small firms it bought in 1989. As well as winning the decision SYT was also awarded costs believed to exceed £250,000.

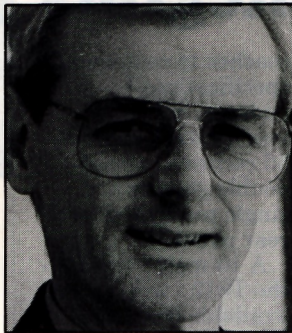
MMC has 28 days to decide whether to appeal.

The MMC said the purchase of Sheffield United Transport, Sheffield and District Transport Company Ltd, Michael Groves and Sheafline (PSV) Ltd exceeded statutory limits by giving it approximately 75 percent of the market in a substantial part of the UK. But after a three day judicial review in London, High Court judge Mr Justice Otton said the MMC had acted

unlawfully in deciding that SYT had grown too large for the public good.

The acquisitions extended SYT's operations into parts of Derbyshire and Nottinghamshire and increased its share of the market in Sheffield from 73 percent to 87 percent.

But Mr Justice Otton said this was not a 'substantial part' of the UK within the meaning of the Financial Services Act 1973. It has a little over three percent of the total population of the UK, less than two percent of land and four percent of all bus services. When taken over in 1990 the companies had a net asset value of £1.2 million, considerably below the Act's trigger of £30 million. The purchase involved approximately 130



Peter Sephton: always believed MMC and OFT were wrong.

buses and 300 employees.

SYT argued that three out of the four companies bought had maintenance problems, some were not profitable and had no medium term future. All were happy to sell - and by purchasing SYT could co-ordinate services which had previously been run unprofitably.

'We always believed the MMC and the

Office of Fair Trading were mistakenly using powers to which they were not entitled in order to break the bus industry into smaller units,' said SYT chairman and managing director Peter Sephton.

'The Government are trying to reduce the effects of true competition after their own deregulation in applying an Act which was never intended for the investigation of small regional takeovers.

'It has been misused as a tool to try to regulate where the Government previously sought deregulation and free enterprise.

'If the ability of selling at a profit was taken away the Government would actually be stifling the competition it sought to create,' Mr Sephton said.

■ TOURS

ABTA probes £2m cash loss

THE Association of British Travel Agents is investigating why it may have to pay for holidays which were never really lost - after the collapse of school tours operator Sun Living (Coachmart, February 21).

ABTA may also have to impose an emergency levy on members because of a £2 million shortfall.

Three days before Sun Living went into liquidation last month it sold its customer list to competitor Adventure Travel International for £5,000. ATI used the list to re-book around 39 trips involving over 1,950 school children.

ABTA investigates all such business collapses and is believed to be looking at the detail of how this worked. According to liquidators, accountants Baker Tilley of Manchester, no legal proceedings are being taken at the moment.

ABTA is now considering imposing an emergency levy of up to half members' annual subscriptions to raise over £1 million. The Sun Living collapse left it with only £0.5 million in cash reserves leaving it exposed to any failures in the future.

Sun Living did not have a sufficient bond to cover its liabilities because it understated its annual turnover, according to industry sources. So ABTA is planning to increase the bond required from school tour operators from 10 to 25 percent minimum.

In addition, it is increasing the bond required on coach tours and other sales not covered by the Air Travel Operators' Licence scheme to 20 percent of turnover.

■ COMPANY CLOSURE

Clearways stops trading

CLEARWAYS Coaches of Walsall is no longer trading following the suspension of its O-licence by West Midlands traffic commissioners.

The licence was automatically suspended under Section 17 of the Public Passenger Vehicles Act 1981 because the firm was found to be without an operating centre. Last September partners Tony and Winston Bedale were fined £6,000 and ordered to pay costs by Walsall magistrates. They were convicted on 14 charges of using vehicles without insurance, and one offence of failing to provide tachograph records.

'As a result of the insurance offences we were banned from driving PSVs,' said Tony Bedale. 'We had our PSV driving licences back for six days - then lost the operating licence. Now we have had to lay our staff off and the business is finished, including £200,000 worth of school contracts and private hire work.' He said the firm had trouble with the owner of the land it used to park up its nine-strong fleet, which were all on maintenance contracts - but would not give any further details.

The firm was started 27 years ago by the brothers' father Sid, as a coal haulage firm.

■ COACH



BCC seminar a success

OPERATORS from BCC's East Midland region listen intently to the latest in its series of seminars - The Secrets of Success.

More than 50 coach operators attended to hear six speakers outline their own secrets of success.

Speakers included Alan MacGregor, marketing director of Granada Studio Tours; John Allen, managing

director of Allen & Douglas; Roger Elsmore of Woods Coaches, Bognor Regis; David Parry of Dave Perry Travel, Walsall and Len Wright of Q Drive.

The region's next seminar is themed Untapped Profit Sources and will be held on April 20.

More details from John Lloyd on 0530 414525.

BRIEFS

● **DAF Bus** has extended oil and filter change intervals for its 11.6-litre engines used in citybuses from 20,000 km to 45,000 km. The improved intervals cover engines in DAF's SB220 underframe in citybus operation only.

● **ROCHDALE**-based Mellor Coachcraft is taking on the ambulance coach build operation of fellow Plaxton subsidiary Reeve Burgess.

'The move fits in well with our existing business as we already cater to the caring sector of the market,' said general manager Les Proctor.

● **GALES Coaches** of Haslemere is the most recent customer of Plaxton Retail to take advantage of its £5,000 parts and service bonus offer.

Gales bought a 1985 ex-Shearings Volvo Van Hool. The bonus meant the company could livery this vehicle, repaint another in its fleet and still be several hundred pounds in credit at Plaxton Duple Parts and Service.

● **RICHARDS & Shaw** (Trim) has moved into a new showroom and factory.

The new facilities should cut lead times for delivery of seating to three weeks. Richards & Shaw is now at Nomex House, Powke Lane, Cradley Heath, West Midlands B64 5PX. Tel: 0384 633800.

● **NORWICH Union** is to improve its no claim discount scale for all coach policies covering four coaches or less from the beginning of April. The maximum no claim discount will go up to 50 percent for four or more years claim free, 40 percent for three years, 30 percent for two years and 20 percent for one year.

COACH

Van Hool UK is now selling Alicron integrals

IN the first step towards broadening the product range available from Wellingborough, Van Hool UK is now selling Alicron integrals.

Following the takeover of LAG by Van Hool last year (*Coachmart* June 28), the companies' UK outlet has only been selling the high specification EOS.

An Alicron T815 is now in stock at Wellingborough and Van Hool UK managing director Vernon Edwards is offering delivery of

coaches to customers' specifications by early summer. Standard specification includes 55 recliners, tinted double glazing and single piece unglazed rear panel.

A 10-metre version - the T812 - will also be available from Van Hool UK, although it does not have a demonstrator yet. 'The T812 will be ready for sale in this country by August or September,' said Mr Edwards. 'But we are getting enquiries in now. Operators are looking for a good quality, reliable 45-seater and



Alicron T815: now in stock at Wellingborough.

the T812 is a true heavyweight.'

When the double deck coach market picks up, Van Hool UK would also be in a position to sell Van Hool's 75 seat Astromega double decker.

'And looking further ahead,' Mr Edwards added. 'There is nothing to stop us bringing in the A600

service bus this time next year.'

● Van Hool UK sold its first new vehicle since last September this month - an EOS to John Smith & Sons of Thirsk.

One of the first to be built by Van Hool, it was fitted with Van Hool seats, curtains and electric courier and driver blinds.

COACH

Salvador Caetano weekend a hit

INSTEAD of going to the Southampton Coach Rally this year, Salvador Caetano (UK), held a Ride and Drive event last weekend to tempt serious buyers for its new and used coach stock.

Managing director Mike Stannard declared the weekend a hit with new business generated and the prospect of more deals in the pipeline. Encouraged by the response, SC (UK) plans a repeat event next year.

Sales of six used and four new vehicles were confirmed and interest carried over into Monday. Mr Stannard said: 'It was really worthwhile. Saturday was quiet but Sunday was a lot busier. We only needed to sell a few to make it



Ride and Drive weekend: more are in the pipeline.

worthwhile.'

On display for the first time was a Toyota Hiace 12-seat minibus to test the airport-transfer market. Marketed as the Luxace, this £13,000 venture from Salvador Caetano's own UK workshops was fully fitted with full lap and diagonal seat-belts.

Says Mr Stannard: 'It complements our full-range.'

BUS

Cougar 5 to go into production

ALTERNATIVE Chassis Engineering (ACE) is to start production of the full-sized version of its 10.5-metre Cougar 5 bus chassis later this year.

Designed for 12-metre bodywork, the new Cougar 6 version will be powered by a 210bhp turbocharged and intercooled Perkins Phaser

diesel driving through an Allison four speed automatic gearbox.

Like the Cougar 5 already in service with People's Provincial, the six metre wheelbase version will have air suspension and an all welded frame which allows a low entrance and a saloon floor free of any steps or obstructions.

TOURS

Martindales enjoys trouble-free trips

ENGINE oil diagnosis is helping Martindales of Ferryhill avoid breakdowns on its 2,400 mile twice weekly holiday routes to the Costa Brava.

For two years the seven £185,000 Plaxton 4000-bodied Scania K113s used on behalf of Sun Travel and Siesta, and Martindales' 27 other vehicles, have not had a serious mechanical failure.

Managing director John Martindale said: 'It is important to operate the best vehicles for the route and service. Secondly, servicing has to be of the highest quality. Every coach is serviced once a week and in conjunction with this we operate the ShellCARE engine monitoring system.'

Regular oil samples are sent to Shell and potential problems are identified.

COACH

Ireland beats Britain to star rating system

IRELAND has introduced a European star system to touring coaches... with the blessing of operators.

All coaches approved by the Bord Failte (Irish Tourist Board) will now be classified with a star system similar to the German standard, with the penalty for breaking the rules expulsion from the Bord Failte coach operator listing.

'We found that tour operators phoning for a coach hire quote didn't really have a great deal to go on. So we contacted other European countries to find out how their system worked,' said BF tours and facilities advisor Liam Campbell.

'The German system seemed the best for us, and we based our star rating on it. After the draft had been drawn up, it was tested with current operators and modified.'

The star system - which will be used on more than half Ireland's touring fleet - grades vehicles from a single star to four-star, with minimum standards for fleet size, type and operating centre laid down before BF approval is gained.

Age limit for one-star vehicles is ten years, for two and three-star seven years, and for four-star coaches is three years. 'We've had to be lenient with the age of the vehicle, but that doesn't compromise passenger comfort,' said Mr Campbell.

High import duty and purchase taxes in Eire meant Irish operators could not easily compete with

their British counterparts, and the cost of new luxury coaches was as much as 30 percent more, he explained.

One of Ireland's biggest independent touring coach operators, Cronins of Cork, said the new star system could mean money in the bank: 'We've had a lot of problems with getting the right rate for the job,' said managing director Dermot Cronin.

'Top-class tour operators will always want - and will pay for - the four-star coaches but the mid-priced tour operators give us the biggest problem, particularly at high season.'

Mr Cronin said the star system might have teething problems: 'But we feel this is a step in the right direction.'

Irish coaches did not run up high mileages, so the relatively high ten-year age limit was understandable, said Mr Cronin. He said he could get seven years out of a top-quality touring coach and run up just 200,000 kilometres.

County Kerry operator Slattery's said the star system would enable them to get top rates for the company's better vehicles. 'When it comes to quality, the public currently have nothing to go on,' said managing director David Slattery.

'We have been forced down to the prices attainable for a '78 Ford when we are running an '89 Scania. This might put some order into the trade.'

Mr Slattery said he



European-style star rating system: welcomed by Irish operators.

could see a day when he would be able to use the star system as a powerful sales tool.

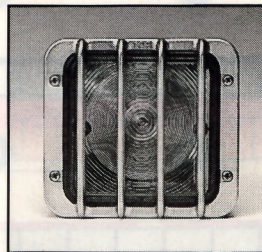
The country's biggest operator, state-backed CIE Tours International, said the benefits of the star system outweighed any disadvantages. 'It at least attempts to standardise the coaches and equipment,' said operations manager Vincent Callaghan.

'If this makes it easier for the consumer to evaluate the product, it must be good. If it is firmly based on an international system, then we'd like to come into line with it.'

Mr Callaghan said his only worry was that the four-star standard would lead to demands for toiletted vehicles: 'It's our deliberate policy not to have toilets because regular stops on what are very much tours of Ireland have become part of the charm. We have little motorway or need for long hauls.'

SAFETY

Britax brings out new lamp



Britax 869 lamp: launched for buses and coaches.

BRITAX of Bridlington has introduced a new recessed step lamp for buses and coaches.

The new lamp is designed to mount in a flat surface and is guarded by a die-cast aluminium grid with silver finish.

Britax says it is suited for bus step riser panels, luggage panels and low-level gangway illumination.

More details from David Timms on 0262 670161.

BRIEFS



● MERSEYSIDE PTE has installed a fire detection and extinguishing system on its Merseylink dial-a-ride minibuses.

The Thorn Security system - pictured above - is said to protect lives and may even attract lower insurance premiums than on non-equipped vehicles.

● LONDON Transport has introduced a one-day ticket for its bus, underground and Docklands railway services.

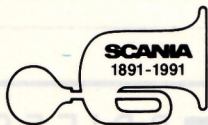
The LT Card gives unlimited travel for prices from £3.50 to £5.50. It allows peak-time travel. Off-peak Travelcards are to go up by 10p or 20p on the same date, May 12.

● OUGHTIBRIDGE, Sheffield, based Brian Clarke, who trades as J B C Travel, has been given 14 days in which to notify North Eastern traffic commissioner Frederick Whalley that he has acquired a new operating centre.

Mr Clarke was warned about his future conduct when he appeared at a Leeds disciplinary hearing.

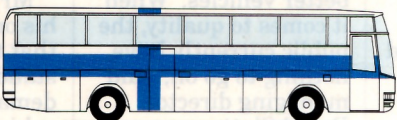
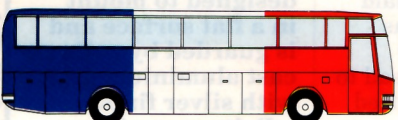
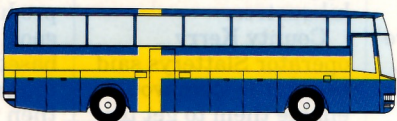
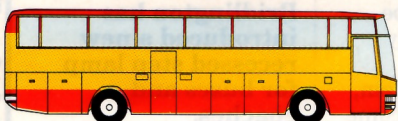
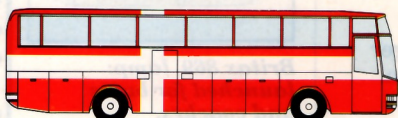
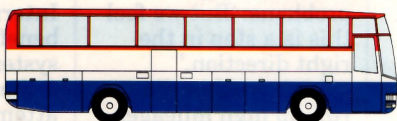
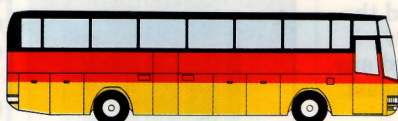
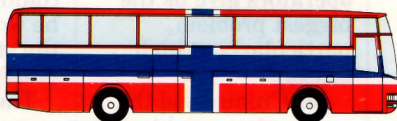
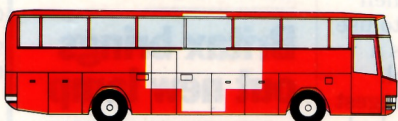
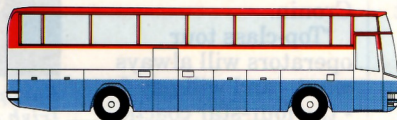
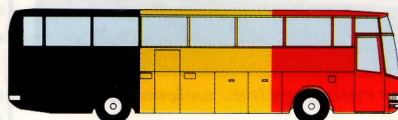
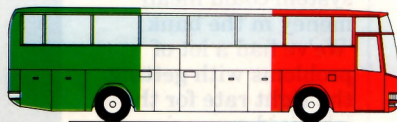
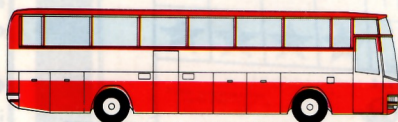
● SOUTH Eastern traffic commissioner Brigadier Michael Turner has increased the authorisation on the restricted licence held by Southsea-based Derek Jones, trading as Madina Holidays, from one to two vehicles.

But Brigadier Turner banned Mr Jones from running any local services for a period of three months at an Eastbourne public inquiry.



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■ BUDGET SPECIAL

BCC blasts Budget

NORMAN Lamont's first Budget did nothing to push the public towards buses and coaches, says the BCC.

The only measure taken by the Chancellor to reduce car usage was a bigger bill for company car users, but this was roundly condemned as too little, too late.

'He says he has presented a Budget for business - it is certainly not a Budget for any form of transport business, whether passenger or goods,' said Veronica Palmer,

BCC director general.

Chief worry, says the BCC is the 'double-taxing' diesel with both an increase in fuel duty and the two percent VAT increase to 17 percent.

'All transport will be affected and all consumers will pay the price,' says the BCC.

The freezing of vehicle excise duty is virtually worthless and the VAT increase will add to the problems of operators expecting to purchase vehicles this year.

Industry leaders give it mixed reaction

THE coaching industry's leaders had mixed feelings about the Budget - some were furious, some were indifferent but very few thought it would have a beneficial effect on business.

Here's a round-up of some of their comments:

Paul Tappin, Tappins of Didcot:

'I'm pleased that VAT wasn't applied to coach fares, but the fuel price must be passed on to consumers. While I'm also pleased that corporation tax has been reduced, all March Budgets come at a bad time. After organising for summer, we are kicked in the

pants by a fuel increase... and we are still trying to cope with the effects of the damage to incoming tourism.'

Richard Maybury, Maybury's of London:

'The only light on the horizon appears to be the possibility of an interest rate reduction. Every percent will save this company around £4,000.'

Geoff Howle, Birmingham Coach Company:

'The Budget doesn't do anything for 'green' issues. The fuel increase won't affect my business because it will all come back in the rebates. If this is working towards a cut



Paul Cooper: fuel duty increase is unkind.

in interest rates, then let's hope that comes soon.'

Paul Cooper, Premier Travel:

'The increase in fuel duty is particularly unkind to coach operators with no resort to rebates. Many took the tough decision

to take the loss during the Gulf crisis, and for many it is simply not practical to apply surcharges now. Poll tax cuts may help consumer spending, but the Budget was overall less than favourable for coach operators. It is more what it didn't do, than what it did.'

Steve Wells, Travellers:

'If it brought any pleasure, it was simply because it didn't VAT-rate coach travel. It was a neutral Budget. The fuel increase will become one of the factors in this year's price negotiations but, with the Gulf crisis, that was always on the agenda.'

■ COACH



Custom-built wheelchair: reaching production.

Mellor builds special seats

PLAXTON subsidiary Mellor Coachcraft of Rochdale is building a custom-designed wheelchair which clamps to seat tracking.

The coach-seat based wheelchair is purpose-built to match the style and even the moquette of Mellor's range of minicoach and van conversions.

It comes complete with safety harness.

■ LICENSING

Licence is terminated

THE PSV licence held by W J Haylock and T Osmond trading as Villa Travel of Sheerness was terminated at an Eastbourne public inquiry by South Eastern traffic commissioner Brigadier Michael Turner.

At the same inquiry, the commissioner granted a new international licence to Mr Haylock in his own right, also trading as Villa Travel, for a period of one year, restricting it to two vehicles rather than the three that had been applied for.

Representatives slammed for lack of influence on Government

LONDON-based Maybury's has criticised the industry bodies for having little influence on the Government following the Budget.

In a strongly-worded letter to the Bus and Coach Council director general Veronica Palmer, managing director Richard Maybury says that

the PSV industry has become an 'easy target' for politicians.

'I was shocked and appalled at the level of increase in the price of diesel fuel,' says Mr Maybury.

'After the severe increases this industry has had to bear and absorb since August, price levels were beginning to return to some kind of

normality.

'However, this price hike is a blatant kick in the teeth to all transport operators and will cause unnecessary strain on many of us.'

Mr Maybury warns that for some operators, the duty increase will be the last straw.

Consumers will be hit by higher food prices and bus fares,

he says.

'There is nothing in this Budget for the bus and coach industry... I find my enthusiasm for the future of my business and of the industry as a whole is being gradually eroded.'

'I dread to think what disaster is waiting for us all round the corner,' Mr Maybury told *Coachmart*.

■ SURVEY

ICC report shows profit disaster

A NEW survey reveals that three of Britain's top ten bus and coach companies lost money.

The report details the 1989/90 accounts of 143 top firms, and reveals that despite high turnover, London Buses, Greater Manchester Buses and Western Scottish - the SBG company currently up for sale - all made losses.

Coach companies in the top ten for turnover include National Express and Wallace Arnold Tours, which produced sales of £87.3 million and £43.7 million respectively. National Express produced the highest profit margin of the ten - 8.3 percent on turnover - in its '89 figures.

In the profit margins table, Shearings shows 42.2 percent profit on turnover and Cumberland Motor Services over 21 percent. Only 14 companies recorded more than 10 percent profit on turnover in 89/90.

Average profit margins have been halved, going down from 1988/89's 4.3 percent to 2.4 percent.

The ICC Business Ratios Report on bus and coach companies shows an average return on capital in 89/90 of 1.8 percent, down from 5.9 percent the previous year.

In all, 42 of the companies showed returns of over ten percent while 33, including many coach operations, showed losses.

Average salary and wages in the industry rose around five percent from £10,315 to £10,819. Of the ten top payers, eight were from southern England and the other two were West Midlands



Shearings: top profit on turnover in 1989/90.

Travel and Greater Manchester Buses.

Coach companies were at the top of the sales per employee ratios, the top 24 on the table being coach operations.

National Express heads the table, followed by Evan Evans Tours, Wallace Arnold, Scottish Citylink and Frames Rickards.

Overall, the 143 companies detailed achieved sales growth of around seven percent between 1988/89 and 1989/90, from £1,457 million to £1,560 million, but significant drops in return on capital, return on assets and profit margins, and return on investment.

● *ICC Business Ratios Report on the Bus and Coach Industry - around 150 pages - costs £225. Tel: 081 783 0922.*

■ TOURS

National Express reports increase in tour bookings

NATIONAL Express says its UK short break bookings are up around 30 percent as confidence returns after the Gulf War.

Launching its biggest ever short breaks brochure, the company says it is expecting growth in the market despite the tough start, and has added new hotels to its package deals in an effort to capture a bigger share.

'1989 was a record year,' said a spokesman for National Express. 'Last year showed how the popularity of short breaks is improving, with a further 10 percent growth.'

He said the company's airport stopover deals had been particularly popular in 1990 and the trend looked set to continue: 'We are now making up the lost ground,' he added.

■ LICENSING

Application is turned down

NORTH Eastern traffic commissioner Frederick Whalley has refused an application by Harold and Christine Thompson to increase their international licence authorisation.

The couple - trading as H&C Thompson of Wortley Road, Kimberworth - wanted to increase the authorisation from one to three vehicles.

■ SERVICE

Kingston opens new operation



KHCT: new services

MUNICIPAL Kingston Upon Hull City Transport has opened its garage doors to everyone from motorists to coach fleets with the launch of The Garage - a new maintenance operation.

It is offering servicing, body repairs, valeting fuel and signwriting from Liverpool Street.

■ FIXTURES

There's now even more reason to enter Sealink British Coach Rally run

ENTER the Sealink British Coach Rally's road run and make a few quid - that's the message from organisers who have added an extra incentive to the competition being held this year.

The April 20 and 21 event will see a big change to the road run, with start timings being dropped and the treasure hunt being extended so that passengers can join in by travelling on the entrants' coaches.

The three-hour run will culminate as always in arrival at Mayflower Park in Southampton.

All the usual driver

competitions, concours d'elegance and displays will be taking place.

Organiser Barry Cooper says tourist destinations are included in the road run.

Both operator and passengers will then be involved in a treasure hunt.

'The concept is particularly designed to appeal to regular and potential coach hirers.

'We are doing this by including short visits to potential day trip destinations to whet the appetite for future business,' he told *Coachmart*.

More details about the event are available from Barry Cooper. Tel: 0952 83644.

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Telephone 0733 63100.

Classified Advertising 0733 898111

Fax 0733 62656.

Telex 32157. **ISSN** 0953-8240

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Coachmart is only available by pre-paid subscription.

Domestic subscription rate is £45 per year; £75, 2 years; £95, 3 years; and Europe (including Irish Republic) £85 per year. Worldwide air mail rate is £115 per year. All rates include postage.

Contributions should be sent to The Editor, **Coachmart**, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

The Editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Typesetting and colour origination:

Meridian Media Services Ltd, Orton Southgate, Peterborough. Printing: Gibbons Barford Print, Willenhall, West Midlands.



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Caldaire encouraged by SYT legal victory

Rod Davey speaks to Caldaire chairman Ken Hodgson about SYT's historic High Court victory over MMC.

PERHAPS not surprisingly, Caldaire Holdings' chairman Ken Hodgson is delighted with SYT's High Court victory over the Monopolies and Mergers Commission.

'High Court judge Mr Justice Otton made a strongly worded rejection without any ambiguity,' said Mr Hodgson.

'Given our interest in the matter we are highly delighted with his decision.'

Caldaire Holdings has also asked for a judicial review after the MMC made recommendations following its takeover of Bluebird Securities Ltd - a holding company for Trimdon Motor Services and Teeside Motor Services. When combined, the two companies operate a total of 120 buses. So comparisons with SYT's 130 bus takeover are inevitable. The majority are in the Teeside operation.

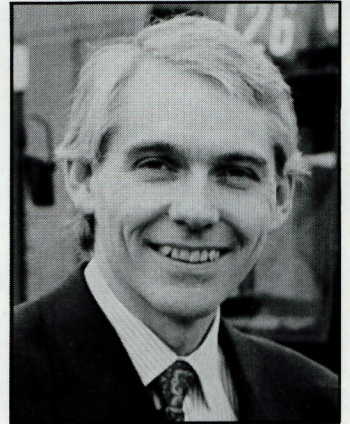
While the MMC is content with the Teeside part of the purchase, the Trimdon part in County Durham has attracted its attention.

Since Caldaire owns United Bus, it takes the view there is little competition in the area. Although the MMC wanted negotiations for undertakings on fares and service levels to protect the public interest, the Secretary of State for Trade and Industry, Peter Lilley, wants it to sell the 14-vehicle operation.

Despite applying for a judicial review, Caldaire is continuing talks with the Office of Fair Trading. 'But Caldaire's case will be strongly associated with SYT's,' said Mr Hodgson.

'We have had consultations with our own lawyers and the High Court decision is exactly in line with their advice.'

The decision was a great encouragement to us because we are operating in a smaller part of the UK. But like SYT we are in the same legal position



Ken Hodgson: delighted.

and like them felt the MMC was exceeding its legal position.'

A local independent South Yorkshire operator said of the High Court decision: 'I wasn't surprised. But we do not compete so it doesn't affect us one way or the other.' But, he added: 'If the decision had gone against SYT no-one would have bought SUT.'

Not all local independents were pleased. 'It stinks,' said David Gordon, proprietor of Rotherham-based independent W Gordon & Sons. The company runs two commercial services. 'SYT have never interfered with the first, but have phoned me up about the second, which runs between Rotherham and my garage area in Eastwood.'

'It was a while back now, but they said they would be monitoring the situation. It makes you think twice about expanding your bus services.'

The Secretary of State now has 28 days in which to appeal against the High Court decision for South Yorkshire Transport.

THE EXTREMELY PROFITABLE FACE OF 1992

The Biggest National Event of 1992 is already taking shape on the wooded slopes of South Wales' Ebbw Vale: Garden Festival Wales.

The Festival offers such a spectacular range of events that it is already being called the single most popular tourist attraction of 1992, with an expected attendance of at least two million.

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The Festival organisers are dedicated to giving you the best deal and the best possible support. That's why we are now giving special group prices plus a number of suggested itineraries. The Festival will also be intensively advertised nationally in the run up to Spring 1992.

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Visit us at WTB's Travelpact to hear the latest news, or contact Catherine Hill, Deputy Marketing Manager, today at:

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City Traveller picks two Mercedes-Benz

CITY TRAVELLER of Hull recently added two new Mercedes-Benz vehicles from Europa of Doncaster to complement the Europa 407 already owned.

A 33-seat 814D Enterprise coach, built to Europa's touring specification with large boot and Vogel seats,

will operate on tours and excursions. The second Mercedes - a 28-seat 709D Enterprise - with facility for 11 standees is to be used on a local service to north Hull.

Proprietor Phil Dalton has been running PSVs for three years and now runs four vehicles.



Phil Dalton (right) collects the keys for the 814D from Alan White, Europa's sales manager.

Busways takes delivery of ten double-deckers



AS part of a £2 million investment in new vehicles, Busways Travel Services has added ten double-deckers to its City Busways fleet in Newcastle.

The £100,000 Alexander/Scania buses follow a similar number of Leyland Olympians introduced to Sunderland and South Shields in January.

The City Busways Scania's are N113 DRB chassis, fitted with air suspension and powered by 11 litre turbo charged engines rated at 206 bhp.

They have Scania GAV771R four speed fully automatic gearbox with integral retarder.

They are regarded as 'green and friendly' vehicles because of their low noise and exhaust emission levels.

Bodywork by Walter Alexander of Falkirk incorporates Diptac features and Bright Tech electronic destination displays for easier visibility.

Busways was purchased by its employees as part of an ESOP plan in 1989.

It operates 621 vehicles in total (including its Armstrong Galley coach fleet), with 151 buses in the City Busways division.

Pattersons Coaches changes direction

PATTERSONS Coaches of Birmingham has changed the emphasis of its operation.

After 21 years, it has increased the number of small vehicles and introduced two used high-specification coaches for tour work.

Out went full-size Fords and in came a Setra HRI 215 and a unique Caetano-bodied MAN 16.290.

Both vehicles were first registered two years ago and were acquired from a finance house after use by a number of companies.

Carlyle Engineering completely refurbished and repainted the two coaches at a total cost of £23,000.

The vehicles were totally

overhauled to overcome mechanical deficiencies which included inoperable ABS on the Setra.

Each is in a different livery because Pattersons find customers recognise new purchases by their distinctive colour scheme.

The MAN features gold, but the Setra has imaginative use of green merging into a white front.

Brothers Paul and David Patterson have identified



two distinct areas for consolidating their 29-vehicle business.

A fleet of green and orange Mercedes-Benz minibuses are used on subsidised local services and six full-size coaches work on private hire and

The Setra: overhauled by Pattersons.

contracts carrying students from the College of Minnesota.

Pattersons' Coaches take these visitors to Ireland, France and Germany.

You've been buying...You've been buying...You've been buying...You've been buying....

DAF MB230 is hero's choice

MICHAEL Scoins of Guardian International, Rugeley in Staffordshire, told *Coachmart* about the circumstances that lead to the purchase of a 1985 DAF MB 230/Caetano Algarve.

'We started in June 1989 with a 1979 Leyland Leopard that was written-off in an accident.

'I was hailed a hero by passengers and local press for keeping the Leyland on its wheels after we were shunted at speed by an articulated lorry on the M6 motorway. The lorry driver was later prosecuted for driving without due care and attention.

'We then bought a 29-seat PJK to cover our school contract and private hire work. Such has been demand that the DAF was added to the fleet.

'The 1985 full executive offers TV/video with three monitors, WC/washroom and hot/cold drink facilities.

'The coach was bought from AD Coach Sales of Tiverton, North Devon. Glyn Goodwin found us the vehicle, sorted finance and fully serviced the coach for us. He gave us an excellent service and the price was unbeatable.

'Just one day after collection the coach went on



a 1,700 mile round trip to St Francois in the French Alps.

'We experienced only one problem with an air valve leak. This turned out to be the self levelling valve on the

rear. It was replaced when we got home.

'The Algarve is proving to be popular with our existing tour and private hire customers.'

Tigers go to the Evans' front-line

D J EVANS & SONS of Dyfed has added new front-line coaches in the shape of two Plaxton Paramount 3500-bodied Leyland Tiger 290s from Yeates Bus & Coach, Loughborough.

David Evans has entrusted his sons and daughter with responsibility for running the business.

Oldest son Selwyn is ably assisted by sister

Elsie and younger brother Melvyn. Elsie told *Coachmart* that although her father was retired, he still kept an active interest.

The main operating base is in Penrhyncoch two miles outside Aberystwyth. However, sixteen vehicles are housed 48 miles inland at Newtown in Powys which Elsie described as a stepping stone on the way



to the Midlands.

Although, to be fair, she said the return to Penrhyncoch was like coming back to Heaven.

The new Tigers join a select group of seven

Evans' vehicles for high-class work.

They are to three-star specification fitted with 49 seats, soft trim, radio/PA/cassette, rear toilet and courier seat.

Second Buffalo goes into action

THE Buffalo featured in *Coachmart's* road test (February 7, 1991) is no longer unique.

This follows the sale by North West Coach Sales of a second to the Adzido Pan African Dance Ensemble, which is based in Islington, London.

Looking for a cost-effective alternative to coach hire, owner George Dzikune selected the 35-seat coach because of its ride comfort and its power.



It is based on Mercedes-Benz 814L chassis with rear air suspension, and

the six cylinder 5.96 litre naturally-aspirated engine develops 134 bhp.

The £50,000 coach comes with 35 high-back seats in a steel framed-aluminium clad body which blends with the standard Mercedes-Benz 814L cab.

Side windows are tinted and ventilation is provided by individual forced-air vents and a pair of Overton lift up roof vents.

Photo: owner George Dzikune with the Buffalo now being run by Adzido Pan Afritan Dance Ensemble of London.

You must budget for profit



IT is interesting to observe that most coach operators still think, and tend towards, pricing in pence per mile - yet tour operators invariably want prices quoted per coach day, irrespective of mileage.

The truth is that, in round figures, the running costs (those which rise or fall according to mileage actually run) account for about one third of the cost of operating a coach. The remainder are mainly standing (or fixed) costs and are therefore time, rather than distance, based.

Running costs are fuel and lubricants, tyres and repair and maintenance. They are so transparently obvious and wholly mileage-based that there is no complication in projecting them into a pricing table.

Standing costs in the coach industry can present some problems. Many are large, and frequently difficult to forecast with accuracy. Over-provision results in uncompetitive prices, but under-provision spells disaster. The greatest of these is wages.

I do not treat wages, in totality, as a conventional standing cost. In the average coach operation there will be three main classes of wages or salaries: drivers, couriers and cleaners, engineering staff and administrative staff - which may include directors' remuneration or proprietor's drawings.

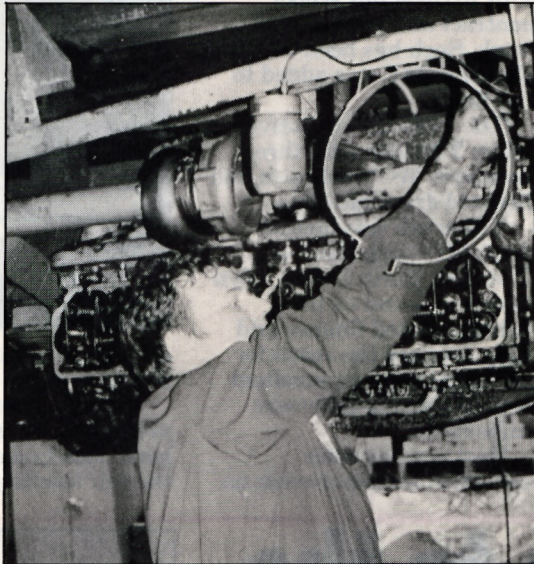
I pay platform staff only for hours worked and with no enhanced rate for overtime - but even where a guaranteed minimum weekly wage exists, the reality is surely as I apply it: that platform staff wage costs rise or fall according to the amount of work done and are thus more of a **TIME BASED** running cost (as opposed to fuel which is a mileage based running cost). I consider it wrong to put platform staff wages in the same class as, say, rent and rates. These are true standing costs as they will not vary

according to the volume of work done: platform staff wages do.

Although I admit that there are strong counter arguments, I treat engineering wages as a running cost. Sure, even if you never turned a wheel you would still pay a fitter - but that is a totally hypothetical situation. The everyday reality at Marksman Coaches is that the more vehicles work, the more maintenance is done on them - often involving more overtime and eventually another pair of hands. This approach might not suit everyone, but it certainly seems right for me.

Like many coach operators, I have got more and more involved in excursions and tours over the last few years. Before 1980, I used to just regard administrative staff costs as a simple standing cost and divide it - along with other administrative costs - across the fleet for costing purposes. To do so today would result in private hire rates which ensured that I rarely got a job! Now I only include the **OPERATIONAL** element of administrative wage (and other administration) costs into coach costing schedules.

This is an important, and oft overlooked, point which merits a little more discussion. If I was asked to draw up a ranking of work types in order of administrative costs, I would put education or works contracts at one end of the scale. Once secured and up and running, they are very light on administration. There are few phone calls about them, no advertising, little administrative staff time beyond monthly billing,



Maintenance: the more vehicles, the more work.

no letters to write, no coins to count and few enquiries to answer.

Next up the administrative cost table I would put private hire. It does take some marketing, every individual hire has to be booked, documented, scheduled, billed, accounted for and perhaps other ancillaries are involved which add to the cost, making bookings for the party, VAT margin scheme accounting etc.

About equal in administrative cost levels, I would put local bus operation. Time and fare table production, manning phones for enquiries, tickets, registration, coin counting, reclaiming fuel duty rebate etc, all add to administrative costs which do not exist on a schools contract.

But, excursions and tours are unquestionably at the top of the administrative cost league - 85 percent of all photocopying relates to E & T operation. The major part of the bills for printing, stationery, advertising and telephone and postage costs all pertain wholly to this activity. And a considerable part of staff time (and the space, lighting and heating which they need) is devoted to this class of work.

I therefore think that it would produce thoroughly wrong pricing tables if these

very hefty tour operating costs were simply averaged across all coaching work. And I therefore take an appropriate portion of all these costs out of the basic coach costing calculation - but, for example, recover that element by imposing a cost on each departure when I am pricing up a tour or excursion. My pricing tables are therefore pitched at the level appropriate to private hire and have to be suitably adjusted should they be used in contemplation of charge out rates for contracts, bus service tendering or E & T.

Space precludes discussion of the substantial and highly significant matter of depreciation and replacement costs. The Bus & Coach Council do have a coach costing guide (which is available to non-members too at fairly modest cost). Although the figures are somewhat dated, it remains a good guide to costing principles and is written in a readable style.

A thing I've mentioned in this column before, but which is rarely mentioned by experts on costing procedures, can really be a trap for the unwary.

In projecting cost figures forward, last year's profit and loss account may be used. But capital purchases and, indeed, the capital repayment element of hire purchase, appear on the balance sheet, not the P & L account. Capital payments have to be met out of the accumulated depreciation fund - if it is sufficient. Any shortfall comes out of profit. If capital payments are greater than the depreciation fund, profit targets have to be set high enough not only to cover, for example, proprietors' drawings, but also to meet capital payment shortfalls.

I have therefore always regarded profit as a cost which the income has to meet rather than a hoped for piece of icing on the cake. Profit has to be budgeted for, generated, and paid, just as certainly as vehicle excise duty, insurance or fuel bills.

A Fitting Tribute



Here's to the Kässbohrer Setra. Europe's top selling coach, its interior boasts a level of fittings unmatched by any other coach on the market. From the anatomically shaped Executive Class seating and sophisticated sound system to the space saving kitchen and cloak-room, the Setra is a luxury travel experience. Integral telephone and fax mean passengers travelling alone are never isolated. The award winning driver's area is exemplary.

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Alexander

INNOVATION & REPUTATION - THE WINNING TEAM

Red Tape's enjoying a boom

MEALSTOP never fails to be amazed at the changes in Red Tape which tie up businesses and confuse people rather than helping them.

A classic example was the change of name of vehicle classes - Passenger Service Vehicles (PSVs) became Passenger Carrying Vehicles (PCVs), and Heavy Goods Vehicles (HGVs) became Large Goods Vehicles (LGVs). These 'changes' simply beg the question 'Why?'

Now the Department of Transport has forced through some more abbreviations which will confuse things. Anticipating articulated buses, it has introduced APCVs. And to cope with proposed schemes for tramways, it has introduced Passenger Carrying Rail Vehicles (PCRVs)

Of course, that could lead to confusion of trams with

trains, so the correct classification for trams becomes Road Based Passenger Carrying Rail Vehicles (RBPCRVs). Or the new operators could resort to PCRV (Class 2) which is the same thing.

Not satisfied with these changes alone, DTp also plans new classifications for coaches, based on the EC directive 674 (Future Ordinary Omnibus Legislation). This is to cope with the fact that our European partners use fewer double-deck buses.

So operators can add Two Deck Passenger Carrying Vehicles (TDPCVs) to the list, with separate classifications of Class 1 (buses) and Class 2 (coaches). All of this happens on April 1, but *Mealstop* wants to know when it will all end...

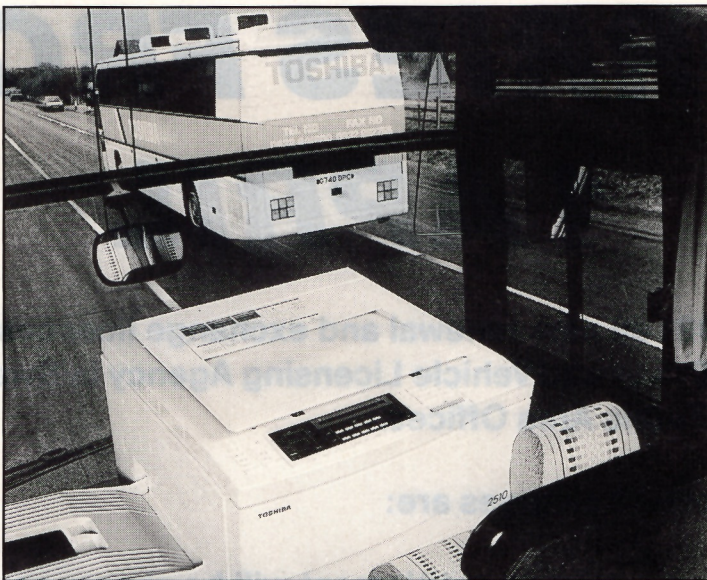
● TIME was when copiers were inky, smelly machines which could barely reproduce handwriting, let alone pictures.

Now, those clever chaps at Toshiba have produced one which drives coaches.

Here's a snap of 'Tosh' at the wheel in convoy with another Toshiba coach, driven by James Brown who, as every who knows soul music fan will tell you, is a Fax Machine (Shurely shome mishtake?..Ed).

Tosh has several advantages over a human driver. He prints his own tickets, is cheap to run and comes with a maintenance contract.

Unfortunately, like all copiers he takes ages to warm up and is forever getting himself in a jam.



The Toshiba 2510 copier: a clever beast.

● HAS Transit Holdings chairman Harry Blundred gone uniform mad... or is has the credit limit on his

Burton's Card been extended?

Mealstop asks this question in the light of a colour picture which appeared in



Portsmouth's paper, *The News*.

The deputy mayor, a councillor and Mr Blundred have been equipped with identical blue-striped shirts. Two drivers in the background may also be wearing them, and the deputy mayoress is wearing a blue-striped blouse.

We'll say one thing for Harry, though. At least his outfit is well co-ordinated with the red-and-blue livery of the Admiral buses. A bit of sartorial whatsit, we say...

LOOK AT IT THIS WAY

Which PSV chassis manufacturer launched two new product ranges last year, and also leads the Fire Engine market?.....

DRIVING LICENCES FOR BUSES AND LORRIES FROM 1 APRIL



From 1 April 1991 all new, renewal and exchange licences will be issued by the Driver and Vehicle Licensing Agency in Swansea instead of the Traffic Area Offices.

The most important changes are:

- ☐ **all of a driver's entitlement will be shown on a single European model licence**
- ☐ **existing HGV and PSV licence holders do not need to exchange their licences until they expire**
- ☐ **DVLA will send reminders to existing drivers 2 months before the expiry date**

A booklet – 'What you need to know about Large Goods and Passenger Carrying Vehicle Driving Entitlement' (D200) is available from any Traffic Area Office, Vehicle Registration Office or the DVLA. Drivers with further queries about the new driver licensing system should consult their employer, trade organisation or contact the Driver Enquiry Unit at DVLA in Swansea. Telephone 0792 783838.



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SJ/91/30

National Express answers its critics

From B J Davis

SIR

Two letters in your issue dated March 14 refer to National Express.

Firstly, let me apologise for Mr MacDonald's difficulties in contacting our Birmingham telephone enquiry centre. We do try to provide a fast and efficient service but have been suffering from high levels of sickness in this area during the last few weeks. Coupled with the very active level of enquiries created by recent press advertising of special offers, this has had the effect of lowering the standard of service on offer to our customers.

This leads neatly to Mr Clay's comments. We are very well aware that price cutting can be the road to ruin, but I would like to assure you that the current offer from National Express has been carefully designed to appeal to selected groups of potential travellers at very quiet times of the year, to boost numbers, AND revenue.

Indications to date are that the strategy is working despite the Gulf War, the worse winter weather for four years, and disruptions caused by bomb scares.

B J DAVIS
MARKETING DIRECTOR
NATIONAL EXPRESS
EDGBASTON
BIRMINGHAM

Coachmart to the rescue!

From F J Martin

SIR

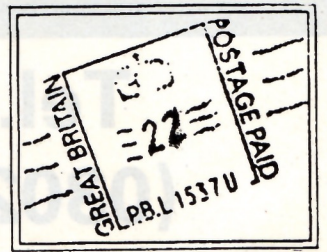
I have been a self employed freelance coach driver for a few years and also a subscriber to your magazine. Recently, I have been told that the tax man will not accept status of a self employed coach driver, so companies that I work for have to stop tax and insurance at source, and I will have to claim it back.

Tour managers do not have this problem, so has anybody got any ideas? Also is there anything that *Coachmart* can do?

MR F J MARTIN
35 CUNNINGHAM CLOSE
SHOEBURYNESSE
ESSEX

Ed - I have passed your enquiry onto Marksman and hopefully he will include it in his new Questions & Answers series due to start next month in Coachmart.

Send your letters to:
**The Editor, Coachmart,
EMAP Response
Publishing Ltd,
Wentworth House
Wentworth Street,
Peterborough PE1 1DS
Or by fax: 0733 62656**



The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Be sure to take insurance advice

From Mandy Stevens

SIR

I was very concerned to read your recent report of the coach operator who suffered fire damage to a vehicle in Italy and found that he was uninsured.

As most operators are well aware, it is not necessarily essential for them to carry a Green Card in order to meet the legal requirements of EEC countries. It should be appreciated, however, that the minimum cover can be very restricted and would leave an operator dangerously exposed to possible claims for fire and damage.

Any coach operator sending vehicles outside the UK is

strongly advised to arrange for their insurers to issue an endorsement to extend their UK cover for the period of the continental journey. There is a trend in the market for insurers to dispense with the need for the issue of Green Cards.

It is not, however, yet standard practice and operators would be most unwise to assume that there was no longer the need for a Green Card without first checking the position with their broker.

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LOOK AT IT THIS WAY

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Articles bring the memories flooding back

From David Slater

SIR

I always like to see the features in 'Nostalgia Corner.' Three successive weeks in issues February 28, March 7 and March 14, prompt me to write the following.

The picture in the February 28 issue of the Suttons Coach departing from Victoria Coach Station, London was interesting.

As you rightly comment, at the time the photograph was taken there was just a small number of independent operators privileged to use this coach station, a stronghold of the former British Electric Traction and British Commission operating subsidiaries, controlled by London Coastal Coaches Limited. Later of course coming under ownership of National Travel and the National Bus Company.

Suttons Coaches Limited was a participant in the 'Essex Coast Express' pool operated with another independent, Grey-Green Coaches Limited.

Grey-Green also featured in the 'East Anglian Express' pool which operated from the capital to Felixstowe and Great Yarmouth. This was shared with another independent, Norfolk Motor

Services Limited of Great Yarmouth, the State-owned participants on these services being Eastern Counties Omnibus Company Limited and Eastern National Omnibus Company Limited.

The only other independents I recall using the station were Yellowway Motor Services Limited of Rochdale and Viking Motors Limited of Burton-on-Trent.

Yellowway participated in the 'Derbyshire Express' pool service MX4 from Alfreton and Derby worked jointly with Midland General Omnibus Company Limited, Trent Motor Traction Company Limited and United Counties Omnibus Limited and Viking Motors on the joint service from its home town to the capital worked with Midland Red.

With the exception of Viking, all the said independents were old hands on express services originally having had their own individual services for many years before becoming participants in the joint operation on the respective pools sometime during the late 1960s/early 1970s.

Viking however was somewhat of a newcomer, if I am correct, having had the tenacity to attempt to break in to the express service market with an application for a Burton to London

service.

Objections to the application, certainly by Midland Red, resulted in a joint service taking Viking into Victoria.

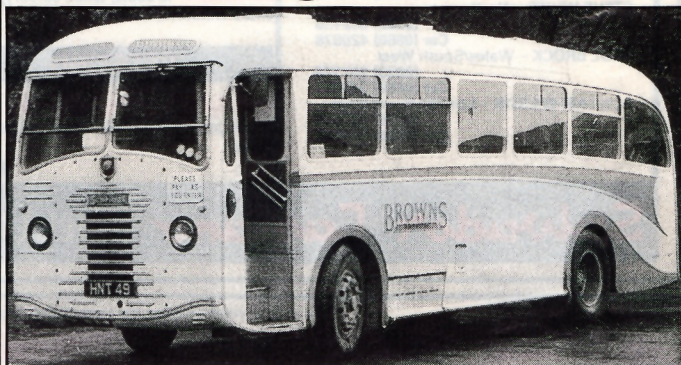
In 629 mention is made of the duo-tone blue scheme carried by the Harrington Grenadier, HLP 10C, prior to re-paint to the primrose and brown Surrey Motors livery. I am not sure of the sequence of events which followed although the coach is still active and sports the duo blue livery (actually the greeny-blue with dark blue relief) used by Premier Travel until

the late 1960s/early 1970s (Premier later issued a lighter overall blue scheme and later the silver and blue scheme now used by Cambridge Coach Services.

In March 14, the 'Magical Mystery Tour' coach, UR0 913E, was, I believe owned by Fox Coaches of Hayes, Middlesex.

DAVID SLATER
32 CHURCH LANE
BARTON MILLS
BURY ST EDMUNDS
SUFFOLK
IP28 6AY

Nostalgia Corner



H BROWN & Sons of Donnington Wood, Shopshire, operated a 1951 Sentinel SLC4 with Beadle 41-seat bodywork which had been converted to forward entrance to make it suitable for one-person-operated local bus work.

The bus was photographed by Eric Ogden when still in service 21 years ago.

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DAF

1988 (E) MB 230 – CAETANO ALGARVE, 53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.

1987 (D) SB 2300 DHS – DUPLÉ 340, 57 recliners, power door, centre door, provision for centre toilet.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.

1986 (C) BOVA FUTURA FLD, 53 recliners, courier seat, double glazed, power door.

1985 (C) MB 200 DKFL – CAETANO ALGARVE, 53 (retrimmed) recliners, courier seat, continental door, Telma.

1984 (A) BOVA CALYPSO, 53 recliners, power door, curtains, radio.

1983 (Y) BOVA EUROPA II, 47 recliners, toilet, courier seat, Webasto, boxed/wired for video.

1982 (PP) MB 200 DKTL – PLAXTON SUPREME V, 48 seats, toilet, servery, tinted windows, curtains.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, side locker, wheel trims.

1986 (C) YNV – PLAXTON PARAMOUNT 3200, 52 seats, rear toilet, servery, boxed/wired for video, radio/PA/cassette, power door, side locker.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, continental door, side lockers, tinted windows, curtains.

1981 (W) YMT – DUPLÉ DOMINANT IV, 53 seats, power door, radio/PA.

VOLVO

1988 (E) 810M GL – CAETANO ALGARVE, 49/53 recliners, courier seat, double glazed, centre demountable toilet, continental door, radio/PA/cassette.

1980 (V) B58 – DUPLÉ DOMINANT II EXP, 53 seats, power express doors, semi automatic.

1980 (V) B58 – DUPLÉ DOMINANT II EXP, 53 seats, power express doors, radio.

MERCEDES

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, courier seat, centre toilet, continental door, double glazed, radio.

1983 (Y) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, toilet, wardrobe, radio.

1982 (PP) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, centre toilet, bunk, fridge, radio/PA.

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLÉ 320, 48 recliners, rear toilet, servery, courier seat, radio/PA.

1983 (Y) TIGER 245 S/A – DUPLÉ DOM IV EXP, 53 seats, power express doors, SBG front.

1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.

1982 (X) LEOPARD ZF – DUPLÉ DOMINANT II, 53 seats, Bristol Dome, power door.

1981 (W) LEOPARD ZF – DUPLÉ DOMINANT III, 57 seats, power door, radio.

1981 (W) AEC 760 S/A – PLAXTON SUPREME IV, 53 sats, power door.

1979 (T) AEC 760 ZF – DUPLÉ DOMINANT II, 53 seats, power door, side lockers.

MIDIBUS

1988 (E) MERCEDES 811 – OPTARE STARIDER, 29 seats, power door, radio/PA.

1986 (C) LEYLAND – OPTARE SERVICE BUS, 33 seats (8 standees), automatic gearbox, power doors.

1985 (B) IVECO 60.10 – CAETANO BEJA, 18 seats, power doors.

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WESTWAYS' HAPPY BIRTHDAY

Year-old Westways discovered that business need not be fraught with risk and dilemma. Mike Morgan finds good friends and cautious planning provided a firm foundation for the High Wycombe company.

JO and Michael West were given a vital injection of confidence and self-respect from the very people who could have posed a threat.

Unselfish help and support from local operators provided an excellent example of the spirit binding the coach industry together.

After just a year, Westways' turnover was two-and-a-half times original forecasts and a third coach has been added. All due to this solid base for projecting the business forward. Jo and Michael respect the security of friends in the industry: 'We don't regard our fellow operators as competitors.'

Jo West is quick to praise operators in the High Wycombe area: 'Although there's good and bad in every industry, we are fortunate that round here they're a genuine bunch. We have some good friends who have helped us build our reputation, though we couldn't depend on this at the time.'

'When people found out what we were doing, they came and wished us luck. We were given a lot of help. In this area, if you can't do a job you give it to another operator, because there's sufficient work if people aren't greedy.'

Celebration of Westways' first anniversary was proof that going it alone can work - and work well.

Success has been due to more than support. Fitment of phones to all three minicoaches demonstrates that quality of service is equally important. Said Jo West: 'Phones have been quite a seller and are a great help in establishing punctuality and reliability.'

When Jo and husband Michael started on New Year's Day 1990, they were driven by circumstance as much as determination. Nevertheless, the conviction which ensures survival was self-evident.

Said Jo: 'There's a service required out there. We felt that if anybody could do it, then it was Michael and I.'

Jo spent 13 years driving yellow



Westways of High Wycombe: proof that going alone can work - and work well.

minibuses for Bucks County Council's education department before working for local firm, A Smith & Son. She invested savings in the minicoach operator only to find to her horror that bankruptcy threatened.

The reality of a new mortgage

The Wests don't consider local operators to be competitors - there's sufficient work for all.

commitment and pending marriage forced urgent action. A plan of campaign was devised after an urgent phone call to Michael, then driving for another coach company.

Swift action resulted in two 12-seater Ford Transits with a couple of school contracts being grabbed on December 27. Within four days, Westways was in

business, but not yet in the names of Mr and Mrs West because marriage had to wait until January 27.

The pace did not slacken. By early February the older of the Transits was sold for a beefy V8 engined 16-seat Freight Rover. More contracts were on offer from a private school, a group of parents, and a well-known Thames Valley factory.

At this point Michael resigned the security of full-time employment and joined the business.

Much to their surprise, additional work came. Vehicles seen regularly by the public attracted private hire and a growth in contracts. They didn't even go into *Yellow Pages* until August, yet business growth exceeded Jo's wildest expectations.

Des Reid's one-year-old 23-seat Mercedes-Benz was eagerly snapped-up. This very smart vehicle was resprayed and signwritten in Westways' livery. It promptly came runner-up ▶

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G (reg) DIESEL LEYLAND DAF (FREIGHT ROVER) COMBI 13 STR PSV MINIBUS, beautiful condition inside and out, with low recorded mileage, 12 months test, full specification with 5 speed box, side loading door, radio cassette etc., comfort, economy, performance and value for money. Lease and lease purchase, with low, low deposits. Call now for more details **£7,495**

F (89) DIESEL FREIGHT ROVER 17 SEATER MINIBUS PSV, lovely condition throughout, with all factory extras including full length roof rack, side opening door, 5 speed gearbox, cloth seating and radio, low miles, all low deposit leasing and financing schemes available, ring for details **£7,495**

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E (88) FORD TRANSIT 12 SEATER MINIBUS, 2.0 petrol, very good condition inside and out, with low miles, 5 speed gearbox, side loading door, radio, headlamp wash, and full length factory roof rack, 12 months MoT, ideal for schools, community groups, clubs etc. All low deposit finance, lease and lease purchase options, P/X, top value at just.....**£5,295**

E (REG) BEDFORD MIDI 12 SEATER MINIBUS, very clean and tidy example, with 5 speed gearbox, cloth seating, side loading door and radio, economical 1800cc engine, low deposit finance/lease schemes available, absolute bargain**£4,995**

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◀ at ShowBus '90 - a magnificent tribute to the young company now firmly convinced that reliability and vehicle presentation sell the service.

The marriage of Jo's down-to-earth business sense and Michael's coaching background is a winning formula. Pragmatic principles, almost in-line with Victorian ethics, guide the couple. 'Don't borrow, but save for what you can afford, and never operate at a loss.'

Nevertheless, a loan was negotiated with Barclays Bank for the Mercedes. But she made the conditions of this arrangement very clear. 'I presented a budget forecast to buy the Merc. Although the bank manager's reaction was 'I think we can do business,' I was surprised how easy it was for other businesses to borrow over five or ten years.'

Westways' loan is for two years - the duration of the contract. Of greater importance is the fact that the contract price covers the cost.

Some contract work comes from a new phenomenon in school transport. Parental choice means parents are increasingly sending their offspring longer distances to school without the benefit of local education support under the three mile rule. Home to school transport has to be funded by parents if they opt for a school in another

Pragmatic principles guide the Wests - try not to borrow, but save for what you can afford.

catchment area. Transport arrangements are being co-ordinated by parent governors anxious to promote their school. More children on roll means more funds for the school, and new business for the small coach company.

Westways' brand of service and reliability gives comfort to the parents of primary children in particular and all customers in general.

Michael claimed: 'We haven't had one single breakdown during our first year.' This comes as little surprise given his fastidious attention to the vehicles. 'I would quite happily spend all my spare time cleaning and polishing, but there's a limit. However, if there's a fault then it has to be put right regardless of how long it takes.'

Not that much has gone wrong. The only expenditure on the 609D Merc has been on two headlamp bulbs and an oil pressure switch. Equally impressive is the seven-year-old Transit which has been beyond reproach. 'I tell you what - you can't fault it.' What about the Freight Rover? Michael did not go into detail, but even the smallest defect has been sorted-out under warranty.

Two of the fleet are parked overnight in the West's back garden where a concrete base allows for routine checks and daily cleaning. Visitors to Westways should not be surprised to find Jo in the house taking bookings and Michael outside working on the coaches with



Children are ferried from home to school in a service paid for by parents.

part-time driver Tony Edmondson.

Operating from home in this way has its pitfalls - particularly where planning consent is not forthcoming. All three vehicles can be parked off the road without detriment to neighbours. The corner site is on a slope so that the coaches need not be in direct view. There are no known complaints about coach movements, particularly with the three vehicles being quiet by nature and small in size.

Despite these good points High Wycombe's planning committee threw out their request and an appeal decision is awaited.

For the law abiding operator it is particularly distressing to see other company's coaches parked overnight on the street. This problem has become more acute with the proliferation of minicoach operation in the area.

Taking Jo's route to and from contract, we passed many other mini-coaches treading a similar path. Not surprisingly it brought the definition of a PSV into sharp focus. When is an eight-seater a PSV? It looks grossly unfair if an unqualified driver can take an uncertified Ford Transit on revenue earning work. Part I or III of Schedule I of the 1981 Public Passenger Vehicles Act provides both an explanation and yet another grouse for the operator.

Tighter drink-driving laws present further opportunities for minicoaches and Westways has been quick to benefit. Most private hires are to theatre or night club. Michael said: 'We don't mind what sort of work we do.'

Despite a reduced incidence of drink related problems, he was quick to add: 'We've had a lot of requests for pick-ups only from night clubs, but we refuse them.'

Bookings peaked before Christmas, but a satisfactory level of business continues to head in Westway's direction.

With contract work self-contained and profitable, this work is a bonus - the icing on the cake. Jo said: 'You can't live off private hire, because you can't rely on it.'

Westways' first year confirms a clear distinction between big coach and small coach operation.

According to Jo and Michael, minicoach operation is characterised by:

- No coastal trips or school days out.
- Corporate business from small companies.
- Theatre trips for small groups.
- Clients expecting personal service.
- High levels of customer care arising out of the nature of the vehicle.
- Bookings are rarely more than one month in advance - most are 'spur of the moment.'

After return from an afternoon contract, Jo reflected on the past 12 months. 'Do you realise that this time last year I had eight on a 12-seater

Westways has been quick to benefit from tighter drink-driving laws, but refuses night club work.

minibus. Now on the same contract it's full loads on one 12 seater and one 16 seater. We'll have to wait and see what next year brings.'

Westways is destined for a secure future providing a specialised minicoach service. Displaying humility and remarkable commonsense, the Wests value friendship in the industry.

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Jo West: down-to-earth business sense.

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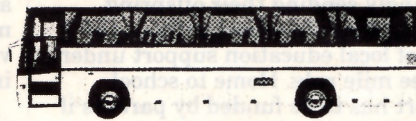
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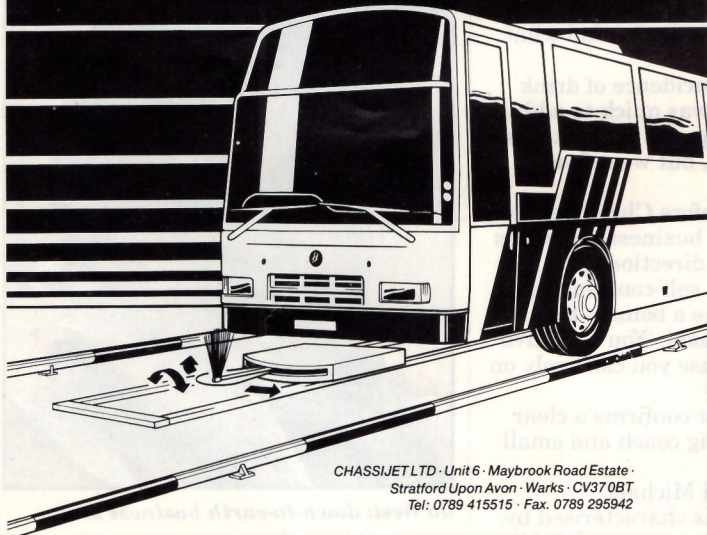
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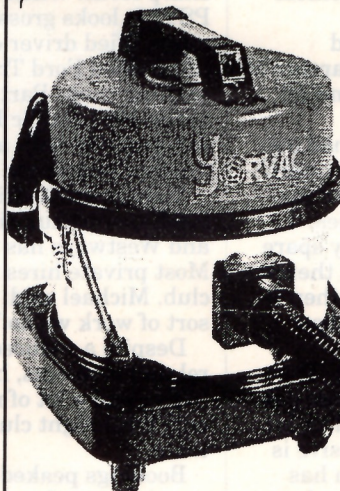
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KEEPING YOUR VEHICLES CLEAN

Rod Davey investigates the art of keeping vehicles clean in another feature about facets of fleet operation.

THE cost of equipment and installation in relation to fleet size are still the main variables which determine how coach operators wash their vehicles.

But it is sometimes surprising how many medium-to-large operators still go for the traditional brush and bucket methods when it comes to keeping their coaches clean. And they'll often give you lots of good reasons other than cost for doing it.

For example, Bootle-based Maghull Coaches operates a mixed fleet of 25 vehicles and stoutly refuses to wash them with even a hand-held high pressure system. 'High pressure hoses rake the paint finish and often lift the body trim strips, while drive-through washes carry diesel streaks through the whole fleet,' said sole-proprietor Kevin Reilly.

Maghull's vehicles - which include Neoplan, MAN, Leyland and DAF Bermuda integrals and Plaxton and Duple bodywork on the rest - are done as often as possible with a team of three drivers.

The first driver works around the coach with a hose, followed by two drivers working one section at a time with a bucket of lukewarm water... Mr Reilly says hot water damages the brushes. It is mixed with washing-up liquid.

One man uses a long-handled brush while the other sponges around the difficult areas on the bodywork. Each section is cleaned starting from the roof down to the bottom and is immediately hosed down to prevent the body drying with a streaky finish.

Every night all drivers clean out the vehicles by quickly brushing out and emptying the ashtrays. But Maghull Coaches hires professional cleaners who give the interiors a thorough cleaning every so often. The hired-in cleaners vacuum, remove the carpets and take the seats out to reach the aluminium wall to floor sides and other interior trim.

'They give each coach a good day's going over,' said Mr Reilly.

Less suprisingly, two-vehicle Crakers Coaches of Maidstone employs similar methods.

According to partner Carol

Craker, husband Mike uses a bucket and sponge on the two 53-seat Bedford coaches.

'He washes them down then leathers with a chamois, and quite often finishes off with a good polish,' she said. Although there is a hose-pipe ban in Kent at the moment, it makes no difference to the Crakers - water is always carried by car in large containers to its water-less parking spaces.

Bedford Expresslines operates 14 minicoaches as well as taxis.

'We use a high pressure hose,' said proprietor Tony Spriggs. 'The fleet is pretty mixed with vehicles of all shapes and sizes. So a basic drive-through wash is not on.'

All vehicles are swept out and cleaned at night - then washed the following morning. 'We soap them up with a brush then use the high pressure water hose to finish them off,' said Mr Spriggs.

It is hard to see where mechanical washes become viable, but with 55 vehicles, Rennies of Dunfermerline has used them for 12 years.

'Originally we had a Wilcomatic but now we use a Karcher,' said managing director John Rennie. 'The first one was more expensive and complex - the brushes worked around the vehicle after it was parked in the wash area.'

The Wilcomatic worked well for Rennies, but the company changed sites and decided on a Karcher. 'This is a drive-through wash,' said Mr Rennie.

'It works well unless the drivers belt through. This bends the brushes



Cleanliness is an important part of business for all operators.

and in two years it has been out of service twice.'

Then it is back to the old bucket and brush for the whole fleet. 'It's one way of educating the drivers, I suppose,' he added.

Rennies saves on operational costs with a water recycling unit, although the Dunfermerline water authority insists on their fitment.

'It was originally supplied with the Wilcomatic,' said Mr Rennie. When Rennies moved premises two years ago it was moved and refurbished. 'We fitted a new pump among other things. It saves on the metred water supply. The regional council pumps out the sludge every so often.'

With a fleet of 55, it makes sense for Rennies to employ cleaners for the vehicle interiors.

Apart from the touring executives, most have lino floors - so these are cleaned with a traditional mop and bucket. All seats are brushed every day and every two or three months vehicles are hoovered, a process which includes the soft trim inside the executives. Coaches with laminate interiors are wiped clean.

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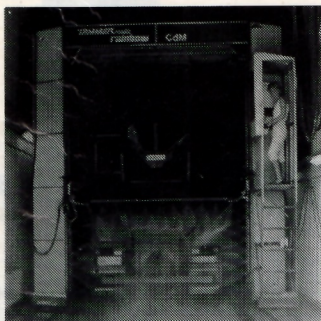
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
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What's on offer to operators

OPERATORS are spoilt for choice given what is currently available on the UK market - not only for the makes of vehicle washers and associated equipment, but also for the various technologies available.

Vehicle washing equipment for the coach and bus industry starts with fixed gantry and drive-through washes, through mobile pressure washers and down to the humble brush and bucket. What the operator chooses may be determined by a combination of fleet size and constraints imposed by the size of his yard.

But choice is also determined by the operators' individual views made plain elsewhere in this feature.

High technology in the coach and bus wash is usually within the large installations. These are either the gantry type where the brushes move around the vehicle as in a forecourt car wash, or are drive-through.

Such technology may include water recycling installations - which are not only environmentally friendly but save the operator a lot of money on metred water charges.

Croydon-based Wilcomatic points out a three-fold cost in water charges to around £4.50/1,000 gallons. But at *Coachmart's* base in Peterborough, charges made by Anglian Water are half this figure at £2.20/1,000 gallons or 49p/cubic metre.

Even so, such costs are not insignificant and there's no doubt a water recycling unit may pay for itself over the average 10 year life of a vehicle washing installation.

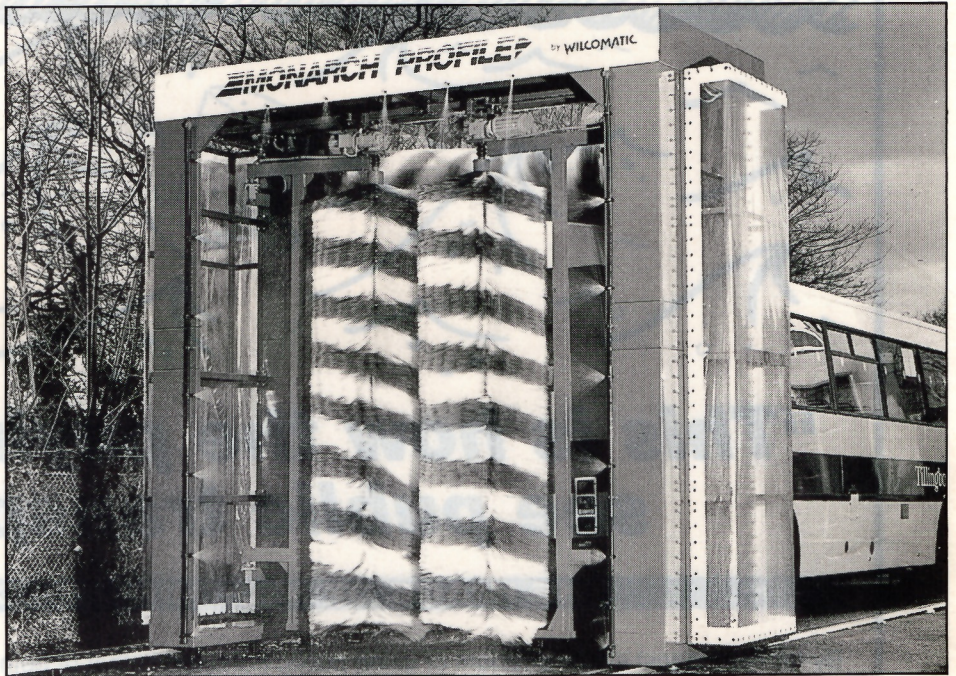
According to Wilcomatic, up to 95 percent of water can be recycled showing substantial benefits in effluent disposal as well as ensuring supply during draught conditions.

'Savings are substantial,' said Peter Ashley, a director/partner in 30-vehicle Britannia International Travel of Telford. 'However, screening the wash would save a lot more water lost from the wash spray.'

But Mr Ashley estimates his Wilcomatic with water recycling costs about 50p per coach washed and is capable of washing 25 coaches in two hours. 'After 15 years operation it is serviced twice a year and saves a lot of man hours. We've had a little trouble with the water authority who maintained what comes in must come out - but had a sub-meter fitted which now proves otherwise and cuts down on our effluent costs.'

Claiming to be the market leader with over 50 percent of the commercial washes installed in the UK, Wilcomatic offers a range of multi-purpose machines capable of cleaning minicoaches up to double-deckers.

The company also claims that improving manufacturing techniques allied to micro-processor control has



Wilcomatic's Monarch Profile: has a 'shimmy action' to clean coach fronts and rears.

allowed it to extend a 12-month warranty period to two years - as well as a 20 percent reduction in service contract prices. Its galvanised structures carry a seven year warranty.

On offer is Wilcomatic's Samson with double contra-rotating brushes which wash a stationery vehicle in one minute - and all machines are available with a back-track facility for washing recessed bus rears. Its new automatic Monarch Profile has a 'shimmy action' to clean the coach fronts and rears.

Contour sensors mean that brush pressure is not excessive. In the winter months Wilcomatic's 'Total Asset' frost protection system keeps the wash operating at low temperatures with heater tapes, pump heater and a 'blow down' system to clear the pipes.

It also has over 100 engineers throughout the UK for routine and emergency maintenance and a 24-hour control centre in London.

Smith Bros & Webb Ltd has introduced its new Britannia Streamline II designed for operators of mixed fleets. It claims the machine is capable of washing up to 80 PSVs an hour and cuts site preparation costs.

Managing director Ken Harrison says the rate of vehicles washed represents an improvement of 30 percent when compared to machines offered previously.

'Our design concept was to provide a fast drive-through unit of compact overall dimensions,' said Mr Harrison.

'It automatically and efficiently washes mini, midi, single and double-deck buses in any order of presentation. This is done by using four vertical brushes which contour and follow the vehicles' surfaces providing an extremely high quality all round finish.' He added

that water and detergent were now controlled more efficiently to lower wash costs.

Of fixed gantry construction, it is finished in red with two-tone blue brushes on two brush support columns. It has four vertical brushes mounted in swing arms and driven by 2.2 kW motors with a maximum electrical consumption of 12.9 kW. Motive power is provided by pneumatic cylinders.

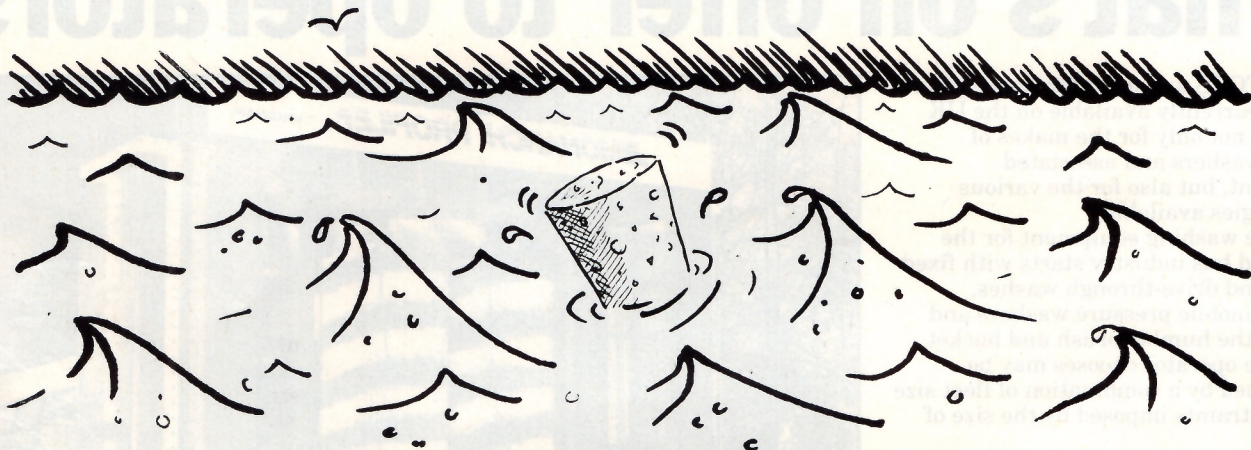
Controls include a pre-wet spray, brush sprays and a final rinse spray. The set up has a 2 kW pre-wet and brushes pump along with a 1 kW final rinse pump - as well as a detergent metering pump, an electrical control panel with wash counter, a pneumatic control panel, induction loop starting device and traffic lights.

The machine needs a three phase 50 Hz electrical supply on site of 380/415V, a 40 mm (1.5") mains water supply and compressed air from a 12 mm (0.5") mains at 100 PSI (7 kg/sq cm).

Water authorities require a suitable wash area with drains linked to an appropriate disposal system - the machine discharges 45 gallons (200 litres) per one-minute wash, although this is reduced for the fast 40 second wash. It consumes two cubic feet of compressed air a minute.

The Streamline II has such a compact design it can be fitted within an area of 10-metres by five metres. It is 15'6" (4720 mm) high, 15'1" (4600 mm) wide and 27'11" (8500 mm) long. The machine is fully automatic so no operator is required - and can be specified with underchassis wash and water recycling systems.

Contract service schemes are available tailored to match



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By far the biggest single criticism of using public transport is that of being 'tossed about like a cork at sea'. While this may be something of an exaggeration, it is certainly true to say that while most suspensions may be adequate for the carrying of cargo, human cargo deserves something better than 'cart springs'.

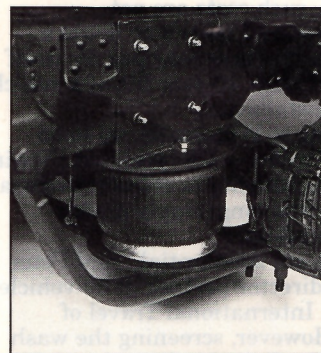
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◀ individual requirements throughout the UK from a team of factory-trained engineers.

Karcher has a drive-through wash, the RBD5000, constructed from pre-assembled modules for easy installation whether outside or in the garage. It is a two-brush unit which washes up to 40 coaches an hour, with wheel buffers at the sides to keep the driver safely on the wash track. Karcher claims water consumption is low at 140-litres/vehicle.

For larger fleets, Karcher has a three brush gantry type system, the RBE6000, which features two overlapping brushes at the front and rear to eliminate tide-marks. The overhead brush takes obstacles such as roof air-conditioning units in its stride - and rake-fronted coaches are no problem as the machines large brush follows every contour.

'In addition our RHP is a fully automatic moving gantry system without brushes,' said chief engineer Mike Middlewick. 'Instead it has rotating pressure nozzles following the vehicle contours after sensing the profile first.'

PCL Cygnus has recently signed an agreement with well-known Finnish commercial washer manufacturer Tammermatic making it sole UK supplier of the Rainbow range. Existing Tammermatic customers are being informed that PCL Cygnus is now the recommended service organisation and sole UK supplier for Tammermatic spares.

Tammermatic's Rainbow Mega has been developed to remove road film with high pressure pre-washes. During the pre-wash cycle, the spray pipes oscillate spreading the chemical evenly and economically. Due to the pre-wash, no heavy brushes are needed and the brush wash can be carried out more gently.

Its basic wash system, the Rainbow Classic, washes all types of vehicles. Tammermatic claims the brushes contour even the most difficult shapes, hollows and protruding parts according to the chosen programme.

The company says the wash programmes for all vehicle types are versatile and easy to use. Power wash programmes, as a two or three brush alternative, wash the vehicle with a double pass using detergent and a rinse aid. It claims it is particularly effective when dirt is embedded on the vehicle. Quick wash operates in a single pass with detergent and is suitable as a regular daily wash.

In a queue wash, the machines wash the vehicles with only one start, one after the other with a three brush power wash. With the drive-through wash, the vehicles pass rotating side brushes. Tammermatic says this is especially useful as a daily bus wash. For vehicles with difficult shapes the machines have a manual control system.

Sheffield-based PCL Cygnus also supplies environment-friendly chemicals and tyre inflation equipment as well as vehicle washes.

German company Kleindienst has expanded into the UK market with fully automated bus washes fitted with

manual over-rides.

Five different computerised programmes work in combination with no less than 16 different brush pressures determined by electronic torque converters.

Its 6-1677 machines are self-supporting on a galvanised steel gantry, which are stabilised to run on profiled tracks with direct-g geared motor drives on both sides.

Large side brushes, around 12 feet high, are supported on hinged brackets. These enable the side brushes to avoid any vertical dirty lines by moving to the front and rear of the vehicle - and moving to and fro in a cross-wash operation.

The control cabinet houses the computer control is sited away from the machine and is linked through a multicore cable. Faults are immediately diagnosed with an LCD system.

Allowing 20 percent from spray wastage, the machine can optionally recycle 80 percent of the water used. As dirty water drains away, all chemicals and dirt are trapped in special filters built into the drainage system. The clean water is returned to the holding tanks to be used again in the next operation.

According to technical engineer Graham Archer: 'The Kleindeist machine uses between 80 and 120 litres per minute and washes a double-deck bus in six minutes.'

He recommends the double wash programme for buses. 'But if you're busy the drive-through mode or one-way wash can be used with a fast return while the bus is driven out.'

Kleindeist offers a two-year guarantee with a maintenance contract and its machines have variable programmes at the touch of a switch along with a drive through facility. Spare availability is guaranteed for at least 10 years.

Neptune delivers, installs and services all its own equipment. All its range are programmable.

Its Atlantic drive-through wash is

manufactured in either four or six vertical brush variants, both of which may be fitted with an overhead brush. It is capable of washing anything from a minibus up to the largest double-deck PSV as it has a fully automatic operation. The vehicle approaches the wash and starts and stops the machine. No operator is required and the driver stays in his cab - giving speed of operation and cutting waiting time down to a minimum.

For minicoach operators who do not need a full commercial washing set up, the Neptune Fleetmaster is a smaller economical machine. With a single push button start, it has a standard width of two metres with variable heights from two to seven metres. The Fleetmaster incorporates a wheel/sill wash and has top brush avoidance options for vehicles with roof top obstructions.

Chemical Gantry is a fully automatic brushless system with a top spray unit which follows the contour of the vehicle and automatically senses the face to be cleansed. It is capable of turning through 180 degrees to direct cleansing agents and rinse the appropriate areas. The machine therefore eliminates driver error and directs chemical and rinse at the right quantity, correct pressure and from the appropriate angle and distance.

Ecowash is a two brush drive-through suitable for fleet operators with limited space as the entire unit occupies less than a parking space at under 30 square metres. The machine applies traffic film remover and rinse aid, and while the vehicle is driven out it gently brushes and cleans a vehicle in less than two minutes.

All Neptune machines have a five-year main frame guarantee, as well as a one year parts and labour guarantee. The company has a back-up team of factory-trained engineers and the service department is open 24 hours a day seven days a week.

Wickham Autowash's Jet Wash 2 ▶



Operators: spoil for choice when it comes to types of vehicle washers.

◀ is a simplified version of its Jet Clense machine and will wash any vehicle up to 4.5 metre in height and 2.89 metre wide. It is a twin arch drive-through model using chemical agents with a series of fixed high-pressure water jets. Each arch can be fitted with a fixed underfloor boom to clean the underside of vehicles.

Jet Clense is a brushless system which means installation is simple.

It cleans vehicles of all shapes and sizes with oscillating high pressure water jets for 'all over' cleaning. The machine is completely automatic with all jets indexing towards the front and rear of the vehicle. The jets are oscillated through an angle of 40 degrees.

Vehicles are driven slowly towards the first arch, actuating the underfloor proximity sensor which starts up the detergent/water pump. As vehicles leave the arch the pump switches off, allowing a pause to allow the chemical to act on the dirt film. Lights on the second rinsing arch let the driver know when to drive through.

Options from Wickham Autowash include water and detergent reclamation systems, self-contained pump houses, and underbody and wheel arch washers.

Car Wash Controls has developed since

1969 from operating car washes to the supply, installation and service of all vehicle washing equipment - including installations for buses and coaches.

Starting with site visits and advice on the most suitable machine, the company gives guidance on local planning applications and the requirements of the weather authorities. As well as supplying machines, CWC will purchase or part-exchange redundant units. Competitive leasing and rental schemes may also include service or full maintenance contracts.

Brent Europe supplies, installs and maintains Sutherland automatic wash equipment. Its range uses bio-degradable detergent which is diluted in water in a two percent solution, applied, and then rinsed off. It claims a total clean, including under vehicle chassis, in less than two minutes.

The company also markets a technique of chemical application by foaming - resulting in cost-effective chemical use and removing the need for operatives to directly handle chemical concentrates using inexpensive equipment.

Contact Washes provides the three brush CW3 range of moving gantry machines for medium-sized fleets - and the Metro drive-through which cleans 60

vehicles an hour.

The CW3's back-off feature allows better cleaning of rear engine recesses on AN68 type PSVs.

The Metro is available in four models, from two to five brush - and the three and five brush machines cope with the raked fronts on minicoaches and buses.

Diversey's Fleetcleaner is a fixed arch vehicle washer electronically controlled by a programmable system, allowing tailor-made wash processes to suit individual requirements.

It is a drive-through so it allows rapid vehicle throughput and, as there are no moving parts, minimal maintenance.

It is automatic - using an underground vehicle detector and traffic light control. The installation has a corrosion-free jet system, stainless steel pumps, plastic storage tanks and plastic pipework.

Technorizon markets its British-built Tempest - a moving gantry system with three brushes. It has a galvanised frame and a capsulated track.

A programmable logic computer allows a wide selection of vehicles, from cars to double-deck buses, to be cleaned accurately using a profile sensor.

It may be used as a drive-through in peak times times using metered chemical injection.

How you can make sure you keep clean

MANY companies mentioned recommend their own proprietary cleaning chemicals. But, such cleaning agents are also available from specialist companies like Deb.

Deb's Powerwash range provides products for various cleaning applications - such as Formula TFR for cleaning PSVs. It removes dirt and grease and is said to prevent the build up of machine scaling in the process. Formula TFR is designed for use without diluting. For more stubborn traffic film, Super TFR combines a strong cleaning action and preserves paintwork finish. It also doubles as a pre-MOT engine and chassis cleaner.

Premium TFR is powerful but gentler for higher quality paintwork on executive coaches. Its non-alkaline formulation treats surfaces to a fleck-free finish, and can be used in pre-diluted form for maximum economy.

Morpak produces a range of cleaning products including heavy-duty, non-caustic bio-degradable traffic film removers, valeting chemicals and aerosols.

Neilson Chemicals supplies a Super Power detergent which may be used as a cold water degreaser and drum brake wash. Its General Purpose cleaner is ideal for vehicle lino floors and laminate trim. The company has an anti-graffiti remover and will shortly be introducing new polishes and vinyl



Neilson Chemicals: Arrow graffiti remover - efficient on inks and paints on surfaces and fabrics.

dressings. Dust on coach seats contains a high proportion of skin tissue, cigarette ash, insect eggs - and provides a valuable source of protein for all sorts of nasty bugs and bacteria.

So, DTp testers are not just being bloody minded when they insist on dust-free seats.

An industrial vacuum cleaner suitable for vehicle interiors is

marketed by Yorkleen. Ideally suited for coach seats, its industrial motor provides a very high suction deep cleaning upholstery in one pass. Its compact design, with an overall width of less than 15", allows ease of movement on castors within the coach. But extra long hoses are available for those really tight corners.

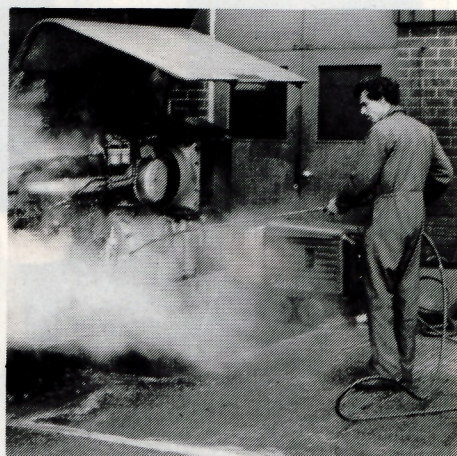
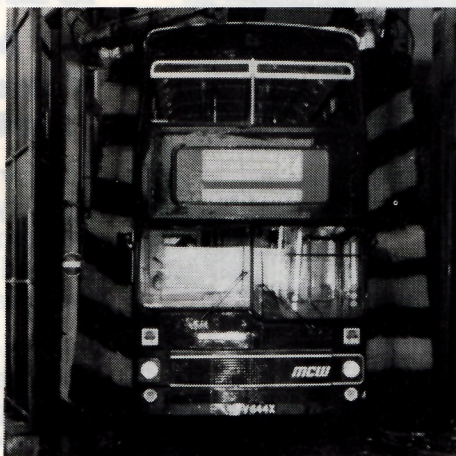
Clinical filtration with fully washable filters ensures easy emptying. The Yorcac is only available by mail order (see Useful Contacts panel).

Kirton Engineering's recycling system has a three-stage interceptor and an above ground filtration system which separates suspended solids and cleans the water through an activated carbon filter. It saves money on bus wash metered water supplies.

Freedrain has a wash drainage system which fits flush to the floor surface so vehicle movement is unhindered. It prevents pooling and keeps areas free of water when vehicles are washed. A built-in fall to the drainage channel means liquids are removed quickly.

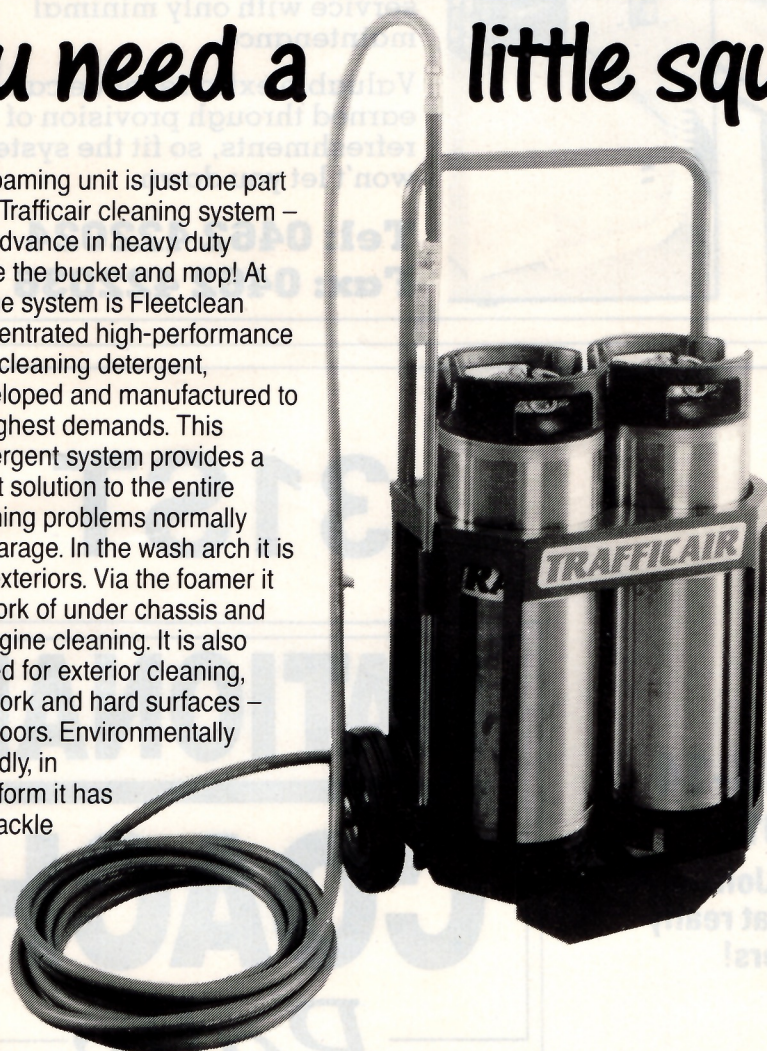
The system is made from polymer concrete and it is claimed it is resistant to oil, petrol, alkalis, most acids and is easy to install. It comes in interlocking channel lengths and requires the minimum of preparation work. Various gratings are available to suit the application and workshop. ▶

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the problems associated with harsh, caustic agents on metal and paintwork.

The inherent benefits of Fleetclean 302/P are enhanced by the fully integrated Trafficair system. Detergent is supplied in barrels or bulk containers linked to a mixing centre which is programmed to automatically dispense the correct dilution required by the various applications including automated machines. Storage containers are automatically monitored and replaced to ensure a constant supply to all outlets. The system eliminates the need for uneconomic quantities of various products and the need for careful stock control. With the Trafficair system you simply set it and forget it! And our service doesn't end there. Our technicians will advise you how to get the most out of the system, we'll train your staff how to use the equipment most effectively and, most importantly, we'll never let you down. So, for your big cleaning problems, call in a little squirt from Trafficair. It's all part of the system.

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For further information contact:

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Remember: there's always an alternative

MOBILE and fixed pressure and nozzle washers offer simpler alternatives to gantry and drive through vehicle washers. Some are capable of using bio-degradable chemicals which literally blast off chassis and wheelarch dirt. But gentler types are available for washing down general bodywork.

Operator Ron W Dew & Son, based in Somersham in Cambridgeshire, has developed a mobile bus wash which may be wired into your top line executive. Costing approximately £400, the device has a tank and pump, with enough tubing connected to a nozzle brush to get round the whole vehicle. It is fitted under the side locker and wired into the vehicle's electrics - a flick of the master switch and interior lock switch and it's on.

Bateman markets pressure washers - with electric models which run from 13A plug sockets or diesel and petrol engines - to clean bus exteriors and chassis. For low pressure use there is a detergent pick up on the lance gun.

Its Sellarc high pressure washers are designed for quick and effective cleaning. They operate with water from either a tap or tank, with hot or cold water. But the Sellarc machines have variable pressure control so can be used for a variety of applications.

Chassisjet high pressure wash equipment is specifically designed for cleaning commercial vehicle chassis - with running costs to clean vehicles to MOT standards amounting to £4 per vehicle.

Automated, the equipment features a robot trolley mounted on rails. It moves along the underside of the bus with 2000 psi jets moving from side-to-side, creating a swirl effect to dislodge dirt and grime.

The company has three new products, a rotary action wheel cleaner Wheeljet, the infra-red activated Drivejet for rapid chassis drive through - and Topjet - a wash arch profile sensor for all shapes of vehicles. All three may be joined together in a modular wash station, are fully automatic and operate at 2000 psi.

Gerni's 1500 Turbo Laser is a mobile hot water cleaner which works by a concentrated water jet oscillating 60-100 times every second. The company claims it produces a fan pattern of incredible cleaning power. A fixed detergent injector allows low pressure application which is variable on the lance control.

As well as gantry washers, Karcher offers an extensive range of pressure washers and steam cleaners - such as the new HD1050D cold water pressure washer.

It is capable of using water from a cold water reservoir tank, is independent of



The Karcher RBD 5000.

mains electricity supply, offers 3000 psi working pressure, 150-900 litres/hour water flow and avoids the use and storage of volatile fuels.

The Karcher HDS750 steam cleaner offers adjustable temperature control up to 100 degrees Celsius and saturated steam at 155 degrees Celsius generating a nozzle pressure of 100 bar.

All Karcher machines have standard adjustable-pressure triple nozzles, high pressure fan jet or high pressure pencil jet, and a long length of hose or cable.

Pressutek produces hot pressure washers which run on diesel or paraffin - but also need an electrical supply to heat the water. It also has cold water variants which work on one to three phase electric circuits. Part of the Deb Group, it also markets a range of cleaning chemicals - including Gloss Guard and Hard Surface Cleaner.

Trafficair has a wash system which claims to carry out all depot cleaning functions with the correct product supplied in bulk.

It is dispensed and mixed with water through a pre-programmed metering system to provide various precise dilutions for a multitude of different applications.

Applications include bus interiors and exteriors, engine cleaning, garage floor cleaning, underbody cleaning, paintwork foam cleaning and engine foam cleaning from a mobile unit.

Warwick Power Washers offers static machines, including the Warwick Washpoint Jet Wash with a variable pressure from 1500 to 2200 psi. The system can be operated manually or with tokens.

'And our HS5-60 is still the lowest cost and highest quality hot machine of its kind on the market,' says marketing manager Ian Monk.

It delivers a pressure cleaning performance of 1500 psi at hot, cold and steam temperatures.

USEFUL CONTACTS

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Tel: 0789 400096.

Car Wash Controls,
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Grange Road,
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Chassisjet Ltd,
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Deb Group Ltd,
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Diversey Ltd,
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Freedrain Ltd,
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Gerni Sales &
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Neptune Ltd,
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Unit 30,
Standard Way,
Fareham Industrial
Park,
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Tel: 0283 221044.

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Tel: 0773 828200.

Technorizon
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Tel: 081 641 2229.

Trafficair,
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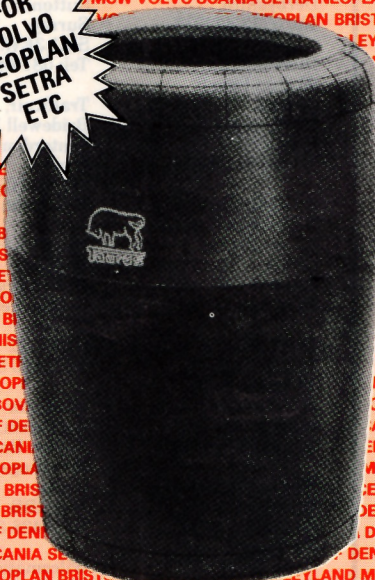
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Weekly report on law and the coach operator by Michael Jewell

Camm gets month registration ban



NOTTINGHAM-based A Camm Ltd has been banned from seeking to alter the registrations

of any of its local services and from registering any new services for a month.

The company appeared at a Nottingham public inquiry, following a complaint from Trent Buses Ltd alleging it had introduced a service in Derby four days before it was officially due to commence.

Eastern traffic commissioner Brigadier Compton Boyd said Camm had applied to register the service on June 15 and it was authorised to start on July 27. On July 26, the traffic area received a letter from Trent alleging the service had begun operating on July 25.

The traffic area wrote to the company, asking for its comments, on August 7 and September 13. No reply was received. A further reminder was sent on October 11. Following a telephone call from managing director Patrick Camm, the company's office manager Kevin Bellfield wrote on October 24, making it clear it was aware the start date was July 27, and saying

it had been running a 'free' service and that it was a shame the commissioner had to waste his time on trivial complaints.

The traffic area replied, pointing out that Trent had provided tickets purchased on the service, and in November Mr Camm wrote blaming a driver.

Since 1983, the company had been called to five public inquiries. The last, in November 1987, being to do with maintenance and the alleged incorrect operation of a local service, said Brigadier

Trent Buses' employee said he bought tickets on 'free' service.

Boyd. On that occasion, he cancelled the registration and imposed a three month ban, warning that in future the company must stick rigidly to the regulations.

For the company, Malcolm Davies said it was accepted that on one day fares were charged by one driver only. The route concerned had previously been operated in school term times, and it had been decided to carry on operating during the school holidays. It had been important to run from Monday, July 23, in order to keep the goodwill of the regular passengers.

Timetables were printed, and displayed, which stated there would be free travel until July 27. The timetables went out approximately three weeks beforehand. On the day concerned, a relief driver charged fares on two journeys, taking a total of £18.30.

John Evans, of Trent Buses, said after he had been told by a Derby City Transport inspector that Camm was charging fares on the service, he boarded two buses on July 25 and purchased tickets.

He saw another vehicle on the same service where the driver appeared to be taking fares off passengers and issuing tickets as they boarded.

In reply to Mr Davies, Mr

Evans said he had not seen money change hands. If it had been a 'free' service, the driver would have waved the passengers past. They were standing in front of him and appeared to be handing over something. He believed he had purchased tickets off two separate drivers.

Mr Camm said photocopies of the tickets showed the same ticket machine registration number. If they had been purchased from different drivers, the tickets would have had different machine registration numbers. It had not been the intention to charge fares on the days concerned. He had posted a notice in the canteen and he had spoken to the drivers, but he must have missed one. The relief driver had been issued with a ticket machine as the Derby relief was only part of his duty, and the rest of the day he was on services where a ticket machine was required. He had been unable to discuss what happened with the driver as he was no longer with the company. Fuel duty rebate had only been claimed from July 27 in respect of the vehicle concerned.

Mr Camm said the company had not made a net profit in three years. Brigadier Boyd said he was quite satisfied about finance on the evidence he had heard.

Brigadier Boyd said that in the light of Mr Camm's November letter, Mr Bellfield had been talking absolute rubbish, and it might even be that Mr Bellfield had been trying to deceive him.

When evidence was produced, the whole story changed.

Mr Camm said the company had been unaware that a 'free' service had not been operated until it saw the tickets sent in by Trent.

Mr Camm said the girls who went through the waybills did not analyse each specific journey unless asked to do so.

Brigadier Boyd said if operators were going to operate 'free' services in a highly charged and competitive atmosphere, they had to come up with a

fireproof system. Ostensibly, money had been collected without the company's knowledge. The system had clearly failed. Certainly, the company had left itself very vulnerable.

Mr Bellfield said the company had not received the first letter from the traffic area. When he wrote to the traffic area, he had believed that it had operated a 'free' service. There were three buses on the route and neither of the two regular drivers had been issued with a ticket machine. For the

The commissioner said management had failed to manage.

future, he felt an extra step the company ought to take was to inform the commissioner that it was going to operate a 'free' service, and carry very visible notices in the windows of the buses to show that it was a free service.

Mr Davies said Mr Camm believed he ran a 'tight ship.' The company's books were seen every other month by its accountants.

Brigadier Boyd said, in imposing the month's ban on further registrations, it had taken two months and three letters before the traffic area had got any reply.

He was not impressed by that and it was not the action of a reasonable operator. The then response by a senior manager was sharp and tart, and he was again not impressed.

However, a full and frank admission was made after the production of the evidence.

There was no real evidence to suggest the company had deliberately attempted to buck the system.

However, management had failed to manage, and in the light of the previous public inquiry, there was no reasonable excuse.

He warned that should the company similarly transgress on another occasion, it might be very hard to give it the benefit of the doubt. ►

LEGAL NEWS

● ALL motor vehicles more than 2.1 metres wide or first used before April 1, 1991, must now conform to the requirements of The Road Vehicles Lighting Regulation 1989, by installation of end-outline marker lamps.

The regulations - which came into effect on March 1 - state that:

● Two matching pairs of white lamps must be visible from the front. The horizontal plane tangential to the upper edge of the illuminated area of the lamp shall not be lower than the horizontal plane tangential to the upper edge of the transparent zone of the windscreen.

● Two matching pairs of red lamps must be visible from the rear. To be mounted at the maximum height possible.

Weekly report on law and the coach operator by Michael Jewell

Star Coaches suffers O-licence curtailment



STAR Coaches had its O-licence curtailed and lost its East Kent schools contracts after the brakes failed on a Ford coach carrying school children in Dover (*Coachmart*, March 21, 1991).

The Deal-based operator was running a schools contract for the county council on October 15, 1990, when the coach struck a wall after descending a hill in Conaught Road. No-one was hurt, and the children continued to school on foot. But the Ford sustained minor damage on its front off-side.

When examined the vehicle's brakes were maladjusted, and the rear near-side brake was soaked with oil from a power train leakage. Examiner Peter Campbell issued three immediate prohibitions under Section 9 of the Public Passenger Vehicles Act 1981.

Giving details of his inspection to the South East traffic court, Mr Campbell said he had found the near-side front brake had a gap of 0.045ins and the off-side front brake 0.100ins between the brake shoe and drum. The rear near-side brake, soaked with oil from a defective hub seal, was a danger to public safety. Brake effectiveness was seriously impaired, suitable maintenance had not been carried out, and the mechanical faults caused the accident.

In his defence, company partner Michael Barrett said he was in bad health and unable to take the coaches out for test himself. The driver had not reported any fault and the accident happened the same week the coach was due for its monthly test. Bad publicity from the accident had cost his firm dearly but he had taken steps to make sure it would never happen again. He had reduced the fleet by four

vehicles down to five, employed an engineer to inspect the fleet once a month and had introduced inspections every 500 miles. After 22 years, his firm was of good repute and schools continued to contract his vehicles for private hires.

He added he was now in full control of both the workshop and fleet - and employed a qualified engineer, Mr Craker, to road test his vehicles, as well as two skilled fitters to maintain them. They were inspected by Mr Horn, an independent examiner. He said no defects were evident on the Ford coach before the accident, and drivers were required to enter defects on their daily work sheets, which are inspected by both himself and his wife.

Traffic commissioner Brigadier Michael Turner took into account a warning letter he had issued last August after a previous public inquiry dealt with a failure to obtain a certificate

of initial fitness, not displaying an O-licence, nor possessing a PSV test certificate.

He was concerned a coach could be on the road carrying school children in this deplorable state. Brigadier Turner accepted that Star's introduction of a 500-mile inspection period, retaining an examiner and employing a road tester would go some way towards remedying the situation. The defect report system clearly was not working and he reminded Mr and Mrs Barrett it was their duty to make sure it did.

Brigadier Turner curtailed the period of Star's O-licence 15 months before it would normally be renewed, so it now expires on January 31, 1992. In any further fleet inspections, the onus of proof would now be on the partners. If he was not satisfied with their performance he would not grant a new operator's licence.

Driver's licence bid is adjourned



TRANSPORT manager problems have led to the adjournment of a bid for a new national licence authorising the operation of two vehicles by coach driver

Terence Ingle, trading as Terry's Tours, of Morecambe.

Mr Ingle told North Western traffic commissioner Martin Albu at a Manchester public inquiry, that he had been a coach driver for 15 years. He became self employed in June 1990, doing coach tours with hired vehicles.

After Mr Albu had expressed doubts about the legality of what Mr Ingle had been doing, saying he did not have a PSV operator's licence, Mr Ingle said he had hired the vehicle with the driver and had a contract with the company.

Mr Ingle said he initially only proposed to buy one vehicle. However, he was chasing a contract which would need two vehicles and had applied for two to save going through the process again. His accountant would be checking his figures once a month.

Maintenance was to be carried out by a commercial garage. He had not acquired a CPC of his own and he proposed to employ a Wayne Maurice Coulton as his transport manager. Mr Coulton would act for him until he had passed the CPC examination.

Negotiations were taking place so that he could share Mr Coulton's office. Mr Coulton operated a private hire business, but he was not a PSV operator.

After Mr Albu had said his information was that on January 26 Mr Coulton was convicted of two offences of using a hackney carriage in a dangerous condition, Mr Ingle said he was not aware of those convictions.

Mr Albu said he also had a letter objecting to Mr Ingle's licence application, which alleged he had trouble paying hotel bills with his present business.

Mr Ingle said there were currently no hotel bills outstanding, though he did have trouble once with a hotel in Great Yarmouth. He was applying for a licence as the hiring of vehicles was taking the majority of his profit. Mr Coulton was just a temporary measure. He had inquired about a CPC course in Taunton but he had not wanted to take it unless he was sure the licence would be granted.

Mr Albu said he was not satisfied that Mr Ingle had a suitable transport manager. He would adjourn the case for a fortnight to give Mr Ingle time to try and find someone else.

If he was unable to find anyone suitable in that time, the application would have to be refused.

Stephens refused extra vehicles



A BID by Angela Stephens - trading as Angelina Laurio of

Maltby, Rotherham - to increase the authorisation on her licence from three to six vehicles, has been turned down by North Eastern traffic commissioner Frederick Whalley.

Last April, Mrs Stephens was warned about her future conduct after allegations that Kevin Lambert, whose licence had been revoked in December 1988 after he was imprisoned for firearms offences, had been making use of her vehicles to undertake his own contracts.

Mr Whalley refused an application by Mr Lambert, who traded as Kev Lambert's Coaches, for a new licence authorising four vehicles on grounds of repute (*Coachmart*, May 10, 1991).

That decision was later upheld by the Transport Tribunal (*Coachmart*, November 29, 1990).

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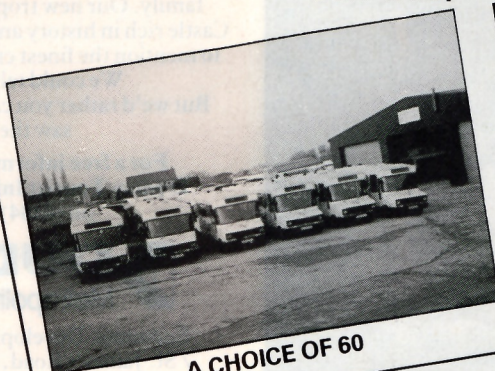
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Economic Development Department
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COACH

TOURS & EXCURSIONS

Castles have long been a prominent feature of the landscape of England, Scotland and Wales and, while many have crumbled into disrepair during the centuries, there are dozens of magnificently-preserved examples throughout the country, offering ideal venues for day trips and excursions.

Castles come in a variety of shapes, sizes, designs and purposes, but each has its own fascinating story which reveals much about the history of its locality and the times in which it was built.

The majority are fully geared-up to group visits, offering entertainment for the entire family as well as full catering facilities, ample free coach parking and, in many cases, a season-long series of special events.

Relive the Dunkirk evacuation at Dover

There's no shortage of fun and entertainment at Dover Castle - perched above the White Cliffs of Dover and overlooking the town and harbour below.

The Castle has just about everything, with many reminders of its glorious past from the Iron Age to World War II.

Castle enthusiasts can climb the spiral stairs to the roof of the keep and survey the surrounding scene as lookouts have done over the centuries.

They can explore the underground passages, originally dug in 1216 and extended during the Napoleonic Wars.

The site has long been recognised as an ideal defensive position - from pre-historic times, Roman times through to the Normans.

Henry II began the building of the great keep and the castle was substantially



completed in the reign of Henry III. During the 18th century, alterations to the towers improved the line of fire and the underground fortifications were improved during the 19th century. The castle's involvement in World War II completed the remarkable saga of its contribution to the defence of England.

During the grim days of the second World War, the region was grimly known as Hellfire Corner, with the evacuation of Dunkirk and the Battle of Britain. The secret tunnels, 200 feet beneath the castle, was where Vice-Admiral Bertram Ramsay masterminded the evacuation of 300,000 troops from Dunkirk.

Visitors can now take a guided tour of the tunnels and see the Vice-Admiral's wartime headquarters. There are film shows with original footage of Dover during World War II, and newsreel

footage of the evacuation of Dunkirk.

Special attractions include 'All the Queen's Men Exhibition', a spectacle complete with special lighting effects, sounds and smells; Battle of Waterloo model, made during the last century, and a series of special events, ranging from medieval combat to longbow competitions.

There's a shop, full catering facilities and reasonable access for the disabled.

Open: March 29-September 30, daily 10am-6pm; October 1-March 31, daily 10am-4pm except Dec 24-26 and January 1.

Group prices: (minimum 11) adults £2.55, OAPs £1.70, children £1.25. Hellfire Corner, adults £1.25, OAPs and children 85p.

More details from: Ken Scott, general manager, Dover Castle, Dover, Kent CT16 1HU. Tel: 0304 201628.

Free audio tours at Penrhyn

A free audio tour, including Children's Adventurers Tour, is one of the many highlights of Penrhyn Castle near Bangor.

The castle is a gigantic neo-Norman fantasy castle, built by Thomas Hopper, who also designed the magnificent interior decoration and much of the furniture.

Built entirely by the stonemasons, joiners and carvers of North Wales, the castle is steeped in history.

There's an important collection of old masters pictures, a doll museum and an industrial railway museum which houses full-sized engines and rolling stock from the great Penrhyn and other slate quarries.

Surrounded by spectacular grounds, including a Victorian walled garden, the castle offers magnificent views along the coast to Puffin Island and Great Orme's head and a series of interesting walks.

There's a children's adventure playground, shop and licensed tearoom and coach drivers' rest room with free refreshments.

Open: March 28-November 3, daily except Tuesdays, 12 noon-5pm, 11am-6pm July and August.

Group prices: £2.80 per person.

More details from: Andrew Laing, Penrhyn Castle, Bangor, Gwynedd LL57 4HN. Tel: 0248 353084.



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EARLY RISER DAY TRIP

Great value Day trips to Calais from only £8.95 - and that includes breakfast!!!

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FARES

April/May, June & September £9.95
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SPECIAL DAY BREATHES TO PARC ASTERIX



WELCOME TO
THE ASTERIX-PARK!

A super Day trip to the
spectacular home of
Asterix the Gaul

1988 saw the 30th birthday of this incredibly popular French cartoon character - it also saw the opening of a spectacular £88m theme park situated just north of Paris. Since then over 3 million visitors have enjoyed this fantasy world dedicated to Asterix.

The attractions are numerous, ranging from Dolphinariums to Shoot the Rapids ride. For the more adventurous there is a super roller coaster type ride which turns you upside down 8 times over a lake! There are 3D cinemas, Roman Forts and a faithfully reproduced Gaullish Village with all the familiar scenes from the Asterix books. To relax in there are 34 food and drink outlets.

The Parc is situated to the north of Paris, only 2½ hours from Calais off the A1. Parking is well catered for with spaces for some 155 coaches. There are special coach drivers' rest facilities on site.

SAILING TIMES

Outward from Dover	Return from Calais
02.30	20.00
04.00	21.30
05.30	23.00

FARES

Monday-Friday			Saturday & Sunday	
	Adult	Child	Adult	Child
April-June	£18.50	£14.50	£20.50	£16.50
July-August	£20.50	£16.50	£22.50	£18.50
Sept-Oct	£18.50	£14.50	£20.50	£16.50

Coach free subject to usual minimum requirements



SEALINK STENA LINE

LINK



SPRING SPECIALS

TAKE A BREATHER TO IRELAND

On our Holyhead-Dun Laoghaire route, we have just spent £7 million on the Stena Hibernia and its facilities now range from a free-flow restaurant to a discotheque, a Cinema, to live entertainment from a resident band.

To introduce you and your passengers to this new experience on the route we are offering a fare of only £5 per adult – and for each paying adult, 1 child travels FREE!!

Offer details: Available 6 April – 16 May 1991 (except 6 May)

DEPART: Sunday – Thursday 14.45

RETURN: same day 20.45

£5 return per adult foot passenger

This allows time ashore in Ireland whilst the ship prepares for the return journey.

BOULOGNE MARINE LIFE SPECIAL



Opening on the 18th May is one of the largest and most important sea-life centres in the world

'Nausicaa' is situated in Boulogne-sur-Mer and takes you on a real journey to the centre of the sea. You go through underwater filled arches that give you the experience of actually being among marine life in different habitats from the shark aquarium, the world of plankton to the spectacular colourful coral reef of a tropical lagoon. There are some 1400 square metres of aquariums including a 3000 metres deep tank for observation of fish behaviour.

On the bridge of a trawler you can discover that fishing today is in fact hunting and then watch a fishing net as it unfurls around a shoal of tuna fish.

There is a cinema screen with a continuous programme of films on all the realms of the sea. There is a large reference and video library with some 300 different films.

Outward-Folkestone	Return-Boulogne
07.45/08.45	17.30
10.00/10.15	19.15/20.45

Inclusive Foot Passenger Fares

	Adult	Child 4-13
16 May-30 June	£11	£9.50
July-August	£13	£10.50
Sept-December	£11	£9.50

Coach Supplement - £2.50 per person

SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

In 1991 Sealink Stena Line are introducing a premier new route between Southampton and Cherbourg.

This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.

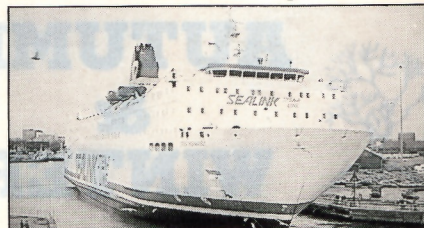
The service starts on 28th June and will be operated by the Stena Normandy - which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

As a special introductory offer, the first 100 coaches to book and travel on the route will be able to claim a 50% refund on the fare (excluding cabin, meals, etc.) which will be redeemable against a future Sealink crossing.

AND ... between 21.10.91 & 31.03.92

we are offering an up to 60 hour excursion fare of £18 including

a restchair each way on this new Sealink Stena Line route.



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£18 per passenger

VALID – NOW UNTIL 30/6/91

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IN: HOOK – HARWICH NIGHT SAILING

Travel any day (subject to availability)

Price includes berth in 4-berth cabin and full live entertainment.

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We can provide accommodation in 2-berth cabins, at a supplement of £8 per berth.

Meal vouchers are also available (at extra cost) –

Please phone 0255 243333 for meal details.

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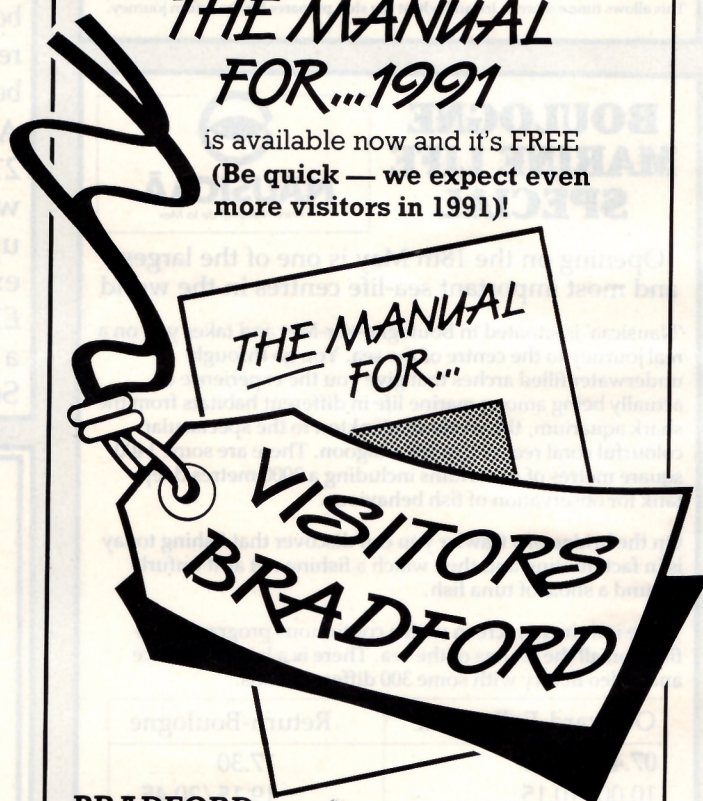
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more visitors in 1991)!

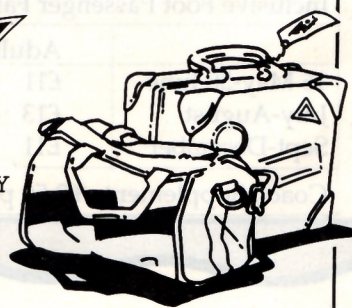


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Visit Shakespeare's romantic castle

There's a long list of extra special facilities lined up for coach operators for the coming season at Cawdor Castle, the fairy-tale castle at Nairn, Scotland.

Special group facilities, by arrangement, include:

- * A piper to pipe your group over the drawbridge
- * Private golf competitions on the 9-hole pitch and putt course
- * Treasure hunt in the Cawdor Big Wood
- * Sherry, champagne or malt whisky receptions
- * Barbecue in the grounds or picnic in the Big Wood.

Cawdor, said to be the most romantic castle in the Highlands, is a magical castle, romantically linked by Shakespeare with Macbeth. It's a taste of living Scottish history and is the current home of Lord and Lady Cawdor.

There's ancient stonework, with low doorways, winding staircases, massive walls hung with rich tapestries and the forbidding dungeon.

There are beautiful gardens and lawns, several nature trails, a putting green and 9-hole pitch and putt course. There's a licensed restaurant, specialising in Scottish country cooking and home baking, a gift shop with a distinctive Scottish flavour and a new bookshop.

Open: May 1-October 6, daily 10am-5.30pm.

Group prices: (minimum 20) Castle, gardens, grounds and nature trails, adults £2.90, OAPs and disabled £2.50. Children's parties £1.40, one teacher free with every 20.

More information from: Cawdor Castle (Tourism), Nairn, Scotland IV12 5RD. Tel: 06677 615.

Leeds - the loveliest castle in the world

Leeds Castle, claimed to be 'the loveliest castle in the world', has a whole host of special events for the new season.

As part of a double celebration to mark the Year of the Maze and the 500th anniversary of the birth of Henry VIII, a Midsummer Maziness treasure trail, a commemorative exhibition detailing Leeds Castle's strong links with the monarch, two classical open air concerts and the annual Balloon and Bentley Fiesta are all lined up.

And, in addition, there's a full calendar of other special

events, including Easter Egg Hunts, a festival of English wine, flower festival, firework spectacular and New Year's Day treasure trail.

No fewer than 5,000 mini-eggs will be hidden in the grounds each day during the three-day Easter Egg hunts, which open the castle's main visitor season on Easter Saturday, with special prizes for children who find gold or silver eggs.

The castle rises from two islands in a natural lake and is surrounded by 500 acres of parkland, which includes gardens, a maze, grotto and aviary, a duckery, vineyard

and greenhouses. The castle is fully furnished with a superb collection of furniture and works of art. There's a restaurant and full catering facilities and a large, free coach park.

Open: Now-October, daily 11am-5pm; October-mid March, weekends only, 11am-4pm. Groups outside these times by prior arrangement.

Group prices: (minimum 20) adults £4.75, OAPs £3.85, children £3.25.

More details from: Sandra French, Leeds Castle, near Maidstone, Kent ME17 1PL. Tel: 0622 765400.



Don't miss the Clive of India museum

Built by the Medieval Princes of Upper Powis in the 13th century, Powis Castle is a magnificent red grit-stone castle standing high on a rocky outcrop.

It has been the ancestral home of the Herbert family since 1587 and stands in beautiful gardens of the highest horticultural and historical importance.

The picturesque garden terraces, overhung with enormous clipped yews, shelter herbaceous borders and a rare collection of lead statues and urns.

The castle's collection of furniture, tapestries and pictures is the finest in Wales and much of it was inherited from Clive of India, whose son married a Powis heiress. The Clive Museum was recently set up to show off the treasures brought back from India by Clive and his son.

There's plenty of coach parking, licensed tearoom with seating for 80, shop, connoisseur evening tours, including dinner, private tours and conferences by arrangement.

Open: March 28-June 30,

daily except Monday and Tuesday; July and August daily except Monday; September 1-November 3, daily except Monday and Tuesday. Clive Museum and gardens, 11am-6pm; Castle 12 noon-5pm. Open Monday Bank Holidays.

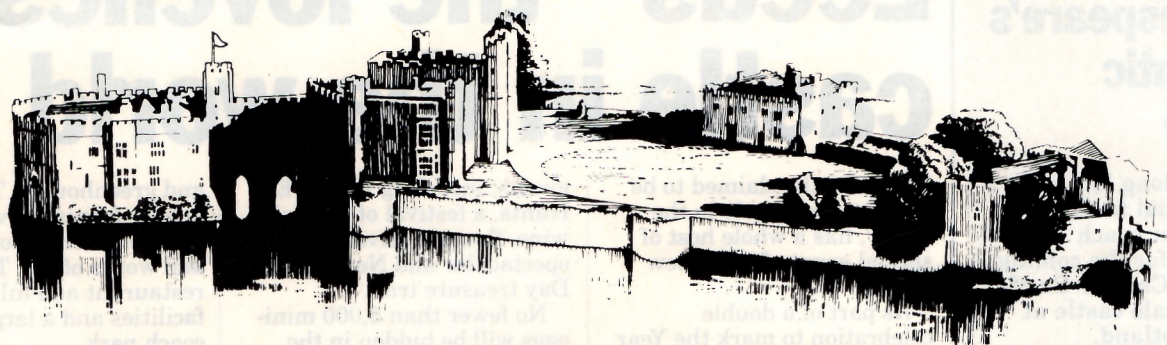
Group prices: Clive Museum and gardens £2.40; Castle supplement, £2 adult, £1 child.

More details from: The Administrator, Powis Castle, Welshpool, Powys SY21 8RF. Tel: 0938 554336.

• Secret underground grotto • Vineyard • Colourful greenhouses • Ducks, geese and swans • Woodland walk •

Maze • The romance of a Royal Palace • 17th century tithe barn restaurant

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Rising from two small islands in a tranquil lake, Leeds Castle is one of the oldest in the Kingdom. Here, in a glorious setting, the Normans built a fortress, which Henry VIII later transformed to a magnificent palace.

Today the castle is a treasure chest of art and furnishings and its 500 acre Park — with gardens, maze and grotto, is an attraction in its own right.

Leeds Castle is at junction 8 of the M20, midway between London and the Kent Coast. Opening times are 11–5 pm every day, from mid-March to 31 October; 11–4 pm weekends only, November to March. Groups are welcome and may also visit outside these times, by appointment. There are full catering facilities.

Please contact us with enquiries, for reservations or for a copy of our comprehensive Travel Trade Manual.

Sales and Reservations Office,
Leeds Castle, Nr. Maidstone, Kent, ME17 1PL.
Telephone (0622) 765400 Telex 965737 Fax (0622) 35616

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At Marsh Mill Village, browse in the many speciality shops for those "different" gifts or call in at The Tavern At The Mill and enjoy cream teas, a meal or a drink.



Entrance to complex is FREE

Entrance to the Mill-

Adults £1.00. Children/OAP's 50p.

School Parties 30p. Groups Welcome.

For further details Tel: (0253) 860765

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For further information please contact:
THE MARKETING & PROMOTIONS DEPARTMENT,
Wyre Borough Council, Wyre Civic Centre, Breck Road,
Poulton-le-Fylde, Lancs. FY6 7PU. TEL: 0253 891000

**WONDERFUL
Wyre**

Visit Anne Boleyn's childhood home

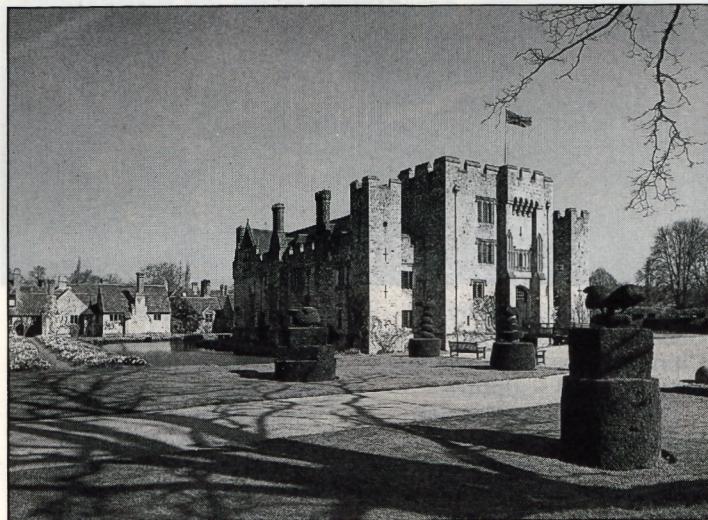
The 500th anniversary of the birth of King Henry VIII is bound to boost group visits to Kent's Hever Castle childhood home of Queen Anne Boleyn, one of Henry's wives.

The beautiful 13th century double-moated castle is set in magnificent gardens of 30 acres. The gardens feature fine topiary, including a maze, the magnificent Italian garden with statuary and sculpture dating back 2,000 years, and the 35-acre lake where visitors can walk and picnic.

The castle was restored and filled with treasures by William Waldorf Astor in 1903.

There's a licensed self-service restaurant and Pavilion restaurant and large free coach park.

Open: Now-November 10, daily. Gardens open 11am,



castle 12 noon.

Group prices: (minimum 15) castle and gardens, adults £3.90, children (5-16) £2; gardens only: adults £2.60, children £1.60.

More details from: Felicity Thompson, Hever Castle and Gardens, Hever, nr Edenbridge, Kent TN8 7NG. Tel: 0732 865224.

Turbulent times unveiled at Chirk

Much of the history of Wales and its turbulent relationship with England are enshrined in the magnificent Marcher fortress of Chirk Castle, close to the English border at Llangollen.

This National Trust property was completed in 1310 and commands superb views over the surrounding countryside. There are elegant state rooms with elaborate plasterwork, superb Adam-style furniture, tapestries and portraits, all left for posterity by later occupants of the castle.

Rectangular, with a massive drum tower at each corner, the castle has beautiful formal gardens with clipped yews and a variety of shrubs, topiary and woodlands.

The roses, yews, flowering trees and shrubs give beauty and fragrance throughout the spring and summer.

The gloomy dungeon is a reminder of the castle's turbulent history and the important part it played in the centuries-long battles between the English and the Welsh.

The castle was sold in 1595 to Thomas Myddleton, for the

sum of £5,000, and his descendants continue to live in the castle today. The entrance gates were designed and built by the Davies Brothers in 1721 and the castle is surrounded by parkland, originally laid-out during the 18th century.

There's a shop and licensed tearoom and special connoisseur tours can be arranged.

Open: March 28-September

29, daily except Monday and Saturday. October 5-November 3, Saturday and Sunday only. Castle 12 noon-5pm, grounds 12 noon-6pm. Open Bank Holiday Mondays.

Group prices: (minimum 20) adults £2.40, children £1.20.

More details from: The Administrator, Chirk Castle, Chirk, Clwydd LL14 5AF. Tel: 0691 777701.

Still fully roofed after 900 years!

The bustling market town of Skipton, standing at the gateway to the Yorkshire Dales, is dominated by its castle. And the townfolk are justifiably proud of their heritage - the magnificent castle has kept a watchful eye over them for more than 900 years!

One of the best-preserved and most complete medieval castles in England, the original castle was built by the Normans in 1090. Marauding Scots severely damaged that structure and it was quickly rebuilt in stone. That castle was, in

turn, replaced by an even stronger one in 1310 and today the castle is still fully roofed, having survived Cromwellian destruction and Victorian restoration.

There's plenty for the visitor to see. On the ground floor there's the ancient Norman arch leading to the Conduit Court with its famous 300-year-old yew; the beer and wine cellar; the entrance steps to the dungeons and the new kitchen, converted in 1686.

The first floor houses some of the most important rooms

Arundel - ancestral home of the Dukes of Norfolk

The great castle of Arundel, set in magnificent grounds overlooking the River Arun in Sussex, has been home to the Dukes of Norfolk and their ancestors for more than 700 years.

Built at the end of the 11th century by Roger de Montgomery, Earl of Arundel, it was badly damaged during the Civil War in 1643 and was restored in the 18th and 19th centuries.

Among its many treasures are a fascinating collection of fine furniture, dating from the 16th century, tapestries, clocks and portraits.

Personal possessions of Mary, Queen of Scots, and a selection of historical, religious and heraldic items from the Duke of Norfolk's collection are also on display.

The Fitzalan Chapel contains the ancient tombs of the Norfolk family, famous members of whom include Lord Howard of Effingham who, together with Sir Francis Drake, repelled the Spanish Armada.

There's a gift shop, refreshments and coach park.

Open: March 28-last Friday in October, Sundays-Fridays inclusive, 1pm-5pm, 12 noon during June, July and August and all Bank Holidays.

Group prices: (minimum 20) adults £3, OAPs £2.80, children (5-15) £2.20.

More details from: The Comptroller, Dept RP, Arundel Castle Trustees Ltd, West Sussex BN18 9AB. Tel: 0903 883136 or 882173.

- the Banqueting or Great Hall, the Withdrawing Room or Great Chamber and the original medieval kitchen.

There's a large coach park off the nearby High Street and the town of Skipton offers first-class shopping facilities.

Open: All year, daily except Christmas Day, from 10am (Sunday 2pm).

Group prices: (minimum 15) adults £2, children £1, under-5s free.

More details from: Skipton Castle, Skipton, N Yorks BD23 1AQ. Tel: 0756 792442.

Courtly combat at Belvoir

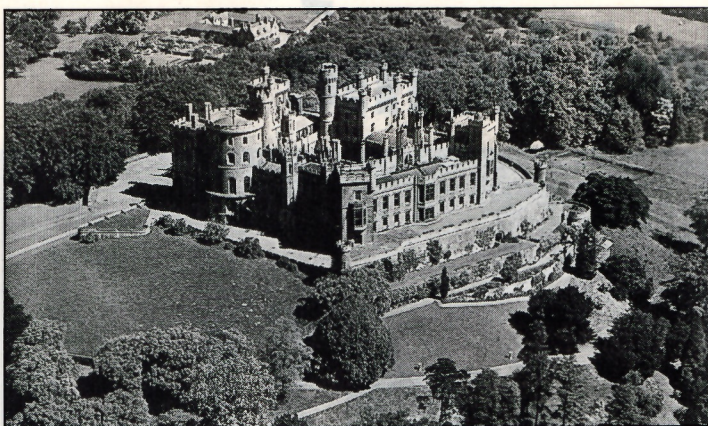
Medieval jousting tournaments have become one of the top attractions at Belvoir Castle, home of the Duke of Rutland.

The tournaments are held on the Castle Terrace, seven times a season, and are an ideal event for a day trip or excursion.

The name Belvoir means beautiful view and dates back to Norman times. The first castle on the site was built by a standard bearer to William the Conqueror, was demolished in the Civil War in 1645, rebuilt in 1668, only to be destroyed by fire in 1816. The present castle dates from this time.

The castle is associated with many bloody passages of English history - the Wars of the Roses, Essex's plot to kill Queen Elizabeth I and was under siege for four months during the Civil War.

The castle contains many notable art treasures, including works by Poussin, Holbein, Rubens and



Reynolds; tapestries by Gobelin and Mortlake; Chinese silks; furniture; fine porcelain and sculpture.

The Statue Gardens are built into the hillside below the castle. The lovely terraces take their name from the collection of 17th century sculptures on view, the work of Caius Cibber, royal sculptor to Charles II. The garden is planted so there is nearly always something in flower.

There's a picnic area, nature trail and adventure playground; a licensed self-service restaurant and a gift shop.

Special events are held

most Sundays during the summer, with a variety of bands, choirs, folk dance groups and other attractions.

Open: March 29-October 1, Tues-Sat 12 noon-5.30pm, Sunday and Bank Holiday Mondays 11am-6pm. Also open each Sunday in October.

Group prices: adults £2.20, driver/organiser free; schools/youth groups £1.60. Extra charge of 50p applies on jousting days.

More details from: Party Bookings, Estate Office, Freepost, Belvoir Castle, Grantham, Lincs NG31 6BR. Tel: 0476 870262.



New coach package on offer at Warwick

Warwick Castle, one of Britain's top attractions, has come up with a whole new package for coach operators this season.

The castle, which last year attracted nearly 700,000 visitors, has launched special Exclusive Tours for groups of ten or more. The tours are personal in-depth ones of the castle or its extensive grounds, and include the Castle Tour; the Garden Tour, conducted by the castle's landscape adviser and a combined tour of both. The tours can be combined with a private lunch or tea.

Work continues on the restoration of the medieval water mill, which once generated electricity for the castle, and the Woodland Garden will be in bloom this spring, with its flowers providing a striking contrast to the castle's formal gardens.

Travelling time to the venue should be drastically reduced by the full opening of the M40 - the castle is just two miles away from Junction 15.

There are special conference facilities available and the castle's corporate entertaining facilities offer dinner in the castle's Great Hall or a medieval banquet in the 14th century Undercroft.

There are shops, licensed restaurant, picnic areas and ample coach parking.

Open: Daily, except Christmas Day, 10am-5.30pm (4.30pm November-February).

Group prices: (20 or more) adults £4.65, OAPs £3.70, child (4-16) £3.

More details from: Sarah Montgomery, Marketing Manager, Warwick Castle, Warwick, Warks CV34 4QU. Tel: 0926 495421.

Great line-up of exhibitions at Bodelwyddan

Bodelwyddan Castle in North Wales is an authentically refurbished Victorian mansion which houses a major collection of 19th century portraits and photography on permanent loan from the National Portrait Gallery.

The portraits are complemented by furniture from the Victoria and Albert Museum and sculptures from

the Royal Academy of Arts.

Other major features include the gardens which have been restored to their former glory and provide a magnificent display of flowering plants, ponds, maze and aviary. For children there's an adventure woodland and play areas.

A whole host of major

events and exhibitions have been lined up for the coming months. The Art of Lego exhibition is currently running until June 2, as is Eadward Muybridge's 'Photography of Movement' exhibition; there's an exhibition of Lowther memorabilia, Victorian and Edwardian costumes and puppet pageantry.

Other major events include an animal festival, antiques fair, gardeners weekend, historic vehicle rally and firework and laser symphony concert.

Open: Easter-October 31, daily except Friday, 10am-5pm; November-Easter daily except Wed, Thurs, Fri, 11am-5pm. Closed mid Dec-mid Jan.

Group prices: Castle and grounds; adults £2.40, OAPs and children £1.20. Grounds only: adults £1.40, OAPs and children 60p.

More details from Melanie Luke, Bodelwyddan Castle, Bodelwyddan, Clwyd LL18 5YA. Tel: 0745 584060.

Castle with a thousand years of royal history

Nestling in the heart of the Cotswolds at Cheltenham, is Sudeley Castle and gardens - with royal connections stretching back for more than a thousand years.

The many treasures contained in the house are complemented by the magnificent gardens. The centrepiece is the Queen's Garden, a traditional Tudor rose garden, named after Queen Katherine Parr, former inhabitant of Sudeley, whose tomb is in the chapel. There are craft workshops, an adventure playground for children, castle shop and fully licensed restaurant, and a specialist plant centre and garden shop.

A programme of special events has been arranged for the summer, and there is free parking for 25 coaches.

Open: March 28-October 31.

Group prices: Adults £3.20, OAPs £2.95, children £1.75.

More details from: Caroline Woolf, Sudeley Castle, Winchcombe, Cheltenham, Gloucs GL54 5JD. Tel: 0242 602308.



COACHES WELCOME



A DAY OUT IN LONDON

BEATING RETREAT

The Massed Bands of HM Royal Marines on Horse Guards Parade

11, 12 and 13 June 1991
at 6.15 pm

10% Reduction For Coach Parties

Ticket Prices A: £8 B: £6 C: £3

Obtainable from:

Royal Marines Concert Office,
Dept. of CGRM,
MoD Old Admiralty Building,
Whitehall, London SW1.
Tel 071 218 3955 (from 2 April)

or

Premier Box Office Limited,
1b Bridge Street, (opposite Big Ben),
London SW1.
Tel. 071 839 6815 or 071 240 2245
(from 1st May)



THE MASSED BANDS OF HM ROYAL MARINES

DEVON

South Leigh Hotel

Ilfracombe, Devon

This family run hotel welcomes coach parties. All rooms en suite. Tea & coffee making facilities in all rooms. Lift, entertainment and licence.

CHRISTMAS THEME
WEEKENDS in DECEMBER
CHRISTMAS/NEW YEAR
WEEKEND AND MID WEEKS
FROM NOVEMBER UNTIL
APRIL

Call us now to discuss these dates:

Tel. (0271) 863976

(16479/DH)

OPERATOR TO OPERATOR

**WE HAVE A
DERBY DAY
ON THE RAILS -
PARKING PERMIT AVAILABLE
VALUE £600**

Due to a change in
circumstances we are happy
to let it go at a modest
premium.

Tel. 081 332 0018

(17922/HO)

TORQUAY

Newly refurbished SHEDDEN HALL HOTEL Torquay

Two star family run hotel, 27 bedrooms,
mostly en suite, 200 yds sea-front, close
to theatre, English Riviera Centre.
Television, tea & coffee making facilities
in all bedrooms. Entertainment. Coach
parking. Driver free.

Due to cancellation weekend, four nights
and weekly dates available.

Call Adrian Knight
0803 292964

(17562/HO)

MANOR HOUSE HOTEL CULLOMPTON

★ Cream teas, lunches and dinner ★

OPEN ALL DAY

350 year old merchant's house of
great character.

Open fires and local hospitality.
2 minutes from Exit 28 of M5.
Ideal centre for touring, ample
parking.

Tel. 0884 32281

(17033/HO)

CORNWALL

THE GLENEDENE HOTEL

Edgcombe Avenue, Newquay,
Cornwall TR7 2NH

- 30 bedrooms, some en suite
- Excellent location, 6 mins from town,
50yds from beach, on level ground
- Licensed bar ● Dance floor
- Entertainment ● Pool table.
- TV with Satellite Channel in all rooms
and tea/coffee making facilities.

PRICES £75-£122

Full English breakfast and four course
dinner

● COACH DRIVER STAYS FREE

0637 873295

1991 bookings now accepted

(17461/HO)

PENDOWER HOTEL FALMOUTH, CORNWALL (3 CROWNS)

Excellent location near beach and town
centre. Can accommodate 52 guests,
mostly en suite rooms, tea-making
facilities, superb English cooking,
lounge/TV lounge, bar and outdoor
heated pool.

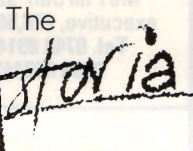
GROUP BOOKINGS ARE WELCOME

DATES AVAILABLE:

April, June 1st, July 25th & Sept
For details tel. 0326 312108

(17094/HO)

YORKSHIRE



Roundhay Road, Leeds, Yorkshire

Situated 5 mins from Leeds City
Centre with easy access to A1, M1,
M62 - an ideal stopping place to
relax. Only 2 mins from Roundhay
Park (the largest Park in Europe).
Open for Morning Coffee, Midday
Meals and Bar Snacks, Evening
Meals, Rendezvous Bar open all day
11am-11pm. Afternoon Tea or Tea
Dances can be arranged.

*Free Coach Parking *Special Party
Booking rates *Free Meal Voucher
for Drivers.

For further details ring 490362.

(15833/CW)

WALES

SOUTHCLEFFE COACHING HOTEL

Hill Terrace, Llandudno, LL30 2LS

This beautiful South facing hotel has all the makings of a happy holiday with a large
sun terrace and commanding view over the bay and mountains, whilst enjoying
being only 3 minutes to the beach, town and all amenities

The hotel has 32 bedrooms, most en-suite, and some sea views. Excellent cuisine,
entertainment most nights with service second to none.

LATE AVAILABILITY IN APRIL

For further details Tel: (0492) 76277

(15748/HO)

BLACKPOOL

Lancaster House A Family Run Hotel

★ ATTENTION COACH COMPANIES AND SPECIAL ORGANISATIONS
e.g. OAP, MENTALLY HANDICAPPED ★

★ TO OUR SPECIAL OFFER FOR MARCH, APRIL, MAY AND JUNE ★
We are offering four days Monday to Friday Bed/Breakfast/Evening meal at a price
of £49.00 inc VAT.

En suite facilities will be £2.00 per person per day extra.

In these four days we will be having:

- ★ A Happy Hour nightly ★ One night's entertainment
- ★ Organ or disco each night ★ A light supper nightly.

Free accommodation for driver/party organiser with twenty or more.

For further details tel. 0253 41928

(16982/HO)

ASTORIA HOTEL RESIDENTIAL LICENCE 43 Hull Road, Blackpool

250 yards from tower and winter gardens.

Weekly and mid week specials throughout the season and
illuminations.

★ 12th and 13th April

★ 10th and 11th May

MURDER MYSTERY WEEKENDS
NOW AVAILABLE AND FOR 1992
Also from Nov '91 to May '92. Murdery Mystery Weekends
at low prices. Other themes also available.

Tel. 0253 21198

(17871/HO)



BERYL COURT HOTEL in MARGATE

- ★ On seafront, close to shops,
36 bedrooms, en suite
available
- ★ Tea making facilities in all
rooms
- ★ Entertainment several nights
a week
- ★ Bar, dining room, ball room,
TV lounge
- ★ Lift to all floors

Special breaks available
FOR FURTHER DETAILS
TEL. (0843) 221988

(16149/HO)

TENBY

THE BELGRAVE HOTEL TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment, all bedrooms with tea/coffee making facilities, Sky TV, with private bathrooms.

Half board April 28th-May 3rd
& May 12th-May 17th
Mon-Fri **£69.50**
Sun-Fri **£84.50**

Tel. Tenby 0834 2377 ask for
Malcolm Thomas
Sept 21st 7 nights **£140.00**
Sept 28th 6 nights **£115.00**
Ring now for October and
Christmas in November Special
Breaks (17181/70)

NEWQUAY

NEWQUAY
PARADISE BEACH HOTEL
Watergate Bay, TR8 4AB
A family run hotel 200 yards
from beach. Newquay approx
3½ miles. 21 en suite rooms with
col. T.V., tmkrs, hairdryer,
telephone, CH, sauna, solarium,
games room, lic. bar, dance
floor, laundry room,
choice of menu, entertainment.
WEEKLY OR SHORT BREAKS AVAILABLE
From 16th Apr-4th May,
11th May-1st June,
12th-19th Oct, 26th Oct-1st Nov.
Contact: Ann Thomas on
(0637) 860273
(17180/HO)

EASTBOURNE

AVONDALE
Private Hotel
77/79 Royal Promenade
Eastbourne
28 bedrooms, 8 en suite. Bar,
3 nights entertainment. Ample
parking for coach parties.
Dates available for 1991
4th May-11th May £105.00
18th-25th May £105.00
6th July-13th July £115.00
All including VAT
★ **AND SPECIAL MINI BREAKS** ★
Telephone (0323) 23510
(17872/HO)

CALL THE
CLASSIFIED
HOTLINE
(0733)
898111

Coachmart CLASSIFIED MARKETPLACE

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RATES

PRIVATE SALES (vehicles) - Contact Sally Wright. Display: £9 per single column centimetre - 3 or more insertions £8.10 per single column centimetre. Lineage: £1 per word (minimum 25 words) 3 or more consecutive insertions 90p per word. **Subscribers' Privilege Lineage Rate:** 50p per word (minimum 25 words) 3 or more consecutive insertions 45p per word.

TRADE SALES (vehicles) - Contact Sally Wright. **PRODUCTS & SERVICES** - Contact Steve Gibbons. Display: £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.

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COACHES WELCOME, MEALSTOPS, FEATURES - Contact Ruth Kitchen. Display: £11 per single column centimetre. Series discounts available. Please phone for details.

Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

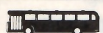
BARGAIN BUSES



BARGAIN BUS

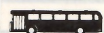
1987 (D)
KASSBOHRER SETRA
215 HRI

49 seats, toilet, video.
£52,500 + VAT
Tel. Phillip Groom
071 638 5700
(17039/BB)



BARGAIN BUS

COACHMART
No 1 IN THE
INDUSTRY



BARGAIN BUS

1980 BEDFORD PLAXTON
SUPREME

Express IV, 53 E-type seats, test
Feb 1992, excellent condition.

£9,500 + VAT

Tel. 0691 84257 day,
0691 848821 eves
(17243/BB)



BARGAIN BUS

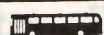
X REG B58 VOLVO
DOMINANT 4

Double glazed, curtains, 53 E-type
seats, Telma, power door, radio/pa,
air overleaf, MoT June '91.

£16,000

Tel. 051 226 1189

(17855/BB)



BARGAIN BUS

1989 RENAULT MASTER

15 seats, coach back end,
full luxury.

£13,500

Tel. 0502 716989 day
0508 45474 eves/wkends
(17881/BB)



BARGAIN BUS

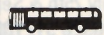
MINIBUS 1987
FORD TRANSIT

2.5 DI diesel, tested Oct '91,
white, unlettered.

£4,250 + VAT

Tel. 0236 823239

(17862/BB)



BARGAIN BUS

1983 DAF
MB200 JONCKHEERE
BERMUDA

MoT till Jan '92, full
executive, **£28,500 ono.**

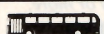
Tel. 0743 891442/
0686 668443
(17858/BB)



BARGAIN BUS

CALL THE
CLASSIFIED
HOTLINE

0733 898111



BARGAIN BUS

FORD TRANSIT
PACEMAKER 1983 (A)

16 high back seats, petrol,
automatic, taxed, PSV Nov
'91.

£2,500 + VAT

Tel. Romford 0708 725162
(17910/BB)



BARGAIN BUS

COACHMART
SUBSCRIPTION
STILL ONLY
£45



BARGAIN BUS

1982 LEYLAND LEOPARD

Plaxton Supreme Paramount,
rear, 49 recliners, toilet, coffee
machine, wired for TV and
video, new moquette on seats
1990, tested till March '92.

£18,500 ono + VAT

Tel. (0623) 421521

(17241/BB)



BARGAIN BUS

1973 LEYLAND PLAXTON

53 seats, S/A, PAS, PD,
Mark V front, Bristol
dome, taxed & tested.

£3,750 + VAT

Tel. 0829 732378

(17182/BB)

AEC

1979 AEC 57 seater Plaxton Supreme, attractive, reliable, MoT Dec '91, numerous extras, curtains, carpets, Nomad drinks, radio PA tape. Private plate. Tables. **£10,000** complete or **£9,250** less some extras. Also **1976 AEC WILLOWBROOK**, 53 re moquette seats, clean, tidy, MoT Aug '91, **£3,750**. Tel. anytime (08012) 4455. Can be seen over Easter. (17893/AEC)

ALLCO PASSENGER VEHICLES SPECIAL OFFER

Tail pipe to fit 11 or 12m ...
... only £45
Just discovered
Authentic AEC ties, send your
£6 NOW

Ring us first
(0895) 674422 or
081 866 8900
Mobile (0836)
529555/241379
(17916/AE)



1966 AEC REGAL 70 seater, double decker, collector's item, good engine, good tyres, **£950 + VAT**. Tel. (0286) 870484. (17903/AEC)

1982 X REG AEC, 760 Plaxton Supreme, 53 seats, radio, PA, power door, **£13,500 + VAT**. Tel. (0626) 52080. (17234/AEC)

BEDFORD

1980 (W) YMT 500 SUPREME IV
Power door, tints, full side lockers, spare wheel at front, MoT, Feb 1992, taxed Aug '91, vgc.
£9,500 ono + VAT

1978 (S) YMT 500 SUPREME III
Side lockers, MoT March 1992, taxed March 1991, vgc.
£5,000 ono + VAT

ALINE COACHES
(091) 469 9763
(17897/BE)

1980 BEDFORD PLAXTON PJK. 29 seater, radio cassette, P/A, power door, curtains. Exterior all cream. Test till Sept '91, tax Jan '92. Excellent condition. **£7,200 + VAT**. Tel. 0388 772772. (17127/BE)

1983 BEDFORD PARAMOUNT, new MoT, 53 seats, new gearbox, orange and brown seats, immaculate interior, radio/PA, destination blind, Express doors. **£19,500 ono + VAT**. Tel. 0572 812312/812220. (17924/BE)

BEDFORD WRIGHTS CONTOUR

1974, YRT chassis, 1984 body, latest blue series engine, excellent condition, long MoT, one owner from new.

£10,000 ono + VAT
Tel. 0985 216592
(Wilks)
(17091/B)

BEDFORD



1979 BEDFORD YMT PLAXTON SUPREME
53 seats, well maintained, clean and tidy. A smart vehicle that is ready to start working for you. New MoT.

£7,500 + VAT ono
Tel: Jak Travel Services
0274 370476
(17905/BE/PC)

1982 YNT/DUPLE DOMINANT

IV Express, 53 seater, double glazing, MoT 1992, choice of two.

£11,500 + VAT each
Contact Ron Whittle
or Les Holford on
0562 822966
(17196/BE)

1980 BEDFORD YMT

Willowbrook Cab. Fitted with brand new Cummins 6BTA engine conversion including new starter - alternator - PAS - pump - clutch - exhaust system. Fitted 46 Chapman recliners in very good condition. Vehicle ex IOW and very low mileage. Sold with 12 months MoT and 3 year engine warranty.

£9,250 + VAT
Tel. (0424) 754881
(17886/BE)

BEDFORD, 1974 DUPLÉ DOMINANT, 29 seater, MoT December 1991, taxed June, reliable motor, reasonable condition. **£2,000 + VAT**. Tel. 0942 873599 Atherton near Manchester. (17933/BE)

1979 YMT Dominant II, 53 seats, power door, recent new boot, frame and floor. MoT August '91, good condition, **£5,000 ono + VAT**. Tel. (0582) 882519 Bedfordshire. (17890/BE)

1980 BEDFORD YMT PLAXTON SUPREME IV, 53 seater, radio, pa, power door, red interior, MoT March 1992, good condition, **£9,250 ono**. Tel. Chivers 0252 703446 (Surrey). (17880/BE)

1986 C REG BEDFORD YNV PARAMOUNT 3200

12 months MoT, 53 reclining seats, tinted windows, Webasto heating, radio cassette, pa, etc. This vehicle has been maintained meticulously which is reflected by its immaculate condition inside and out. For inspection. Facilities can be made available. Genuine reason for sale.

£39,850 + VAT
Tel. 0530 224223
anytime
(17907/BE)

BEDFORD YMT 1980 PLAXTON SUPREME IV, 53 seats, MoT 1991, radio PA, new speed limiter, JAK brake, recent retrim, good condition. **£7,000 + VAT**. Edinburgh Transport. Tel. 031 553 1235. (17900/BE)

2 x 1980, V Reg and W Reg BEDFORD YMT DUPLÉ DOMINANT II

53 retrim seats, radio/cassette, power door, both good condition.

W Reg, test 28/7/91,
price **£7,750 + VAT**

V Reg, test 28/2/92,
price **£7,250 + VAT**

TEL 0977 642385
(West Yorks)
(17861/BE)

1978 BEDFORD DUPLÉ PJK

29 seater, tested September 1991. Taxed April 1991. Well above average condition. Ready to work.

£4,750 ono + VAT

1978 DUPLÉ BODIED BEDFORD PJK

29 re-trimmed seats, taxed and tested October 1991. Very clean inside and out. Ready to work.

£5,250 ono + VAT
TEL. 0332 765644
(17925/BE)

1976 BEDFORD PLAXTON SUPREME

53 seater, above average for year, clean and straight, recon engine, recently fitted, express door, ideal for bus service, MoT April '91.

£3,500
P/X for 16/20 seater considered
Tel. 081 890 9942
(17898/BE)

BRISTOL

BRISTOL LHS PLAXTON SUPREME III, R reg, Mark V front, 30 seats, tinted glass, curtains, body very straight, taxed, MoT June 1991. **£6,500 + VAT**. Tel. 0782 563563. (17857/BR)

BRISTOL

BRISTOL RELL ECW BODY. £2,500.

Telephone
0702 541511
Office Hours
(17139/BR)

WANTED: BRISTOL LH required with ECW, bus body, 43/45 seats, any condition. Telephone for details, **03552 35292** (Glasgow). (17923/BR)

PMT ENGINEERING

BRISTOL LH 43 SEATER COACH

First registered 1977,
tested August 1991.

£4,500

Contact Douglas
Hems (0933) 623871
or Helen Bailey
0782 744744
(17930/BR)

BOVA

1986

BOVA FUTURA

49/53 seater, demountable toilet, coffee machine, TV, video, 12 months VAT.

£58,500 ono + VAT

Tel. 0626 66580
(17902/BO)

1983 BOVA EUROPA II, 48 recliners and 5 fixed demountable centre toilet, power door, radio PA TV, excellent condition, MoT Nov '91, **£9,500 ono + VAT**. Tel. (0278) 683280. (17866/BV)

DAF

1986 DAF SB2300 DHS Duple 340, 53 recliners with centre sunken toilet, centre door, power door, radio PA, TV, excellent condition, MoT April 1992, **£42,500 ono**. Tel. (0278) 683280. (17865/DAF)

1983 P/P DAF MB200/PLAXTON 3200

48/51 reclining seats & courier. Demountable rear N/S toilet. Radio, PA, curtains, Eberspacher heating, speed limiter.

Telephone. MoT Dec 91.

£38,000

Contact: TONY ANDREWS (PSV) SALES LTD
P/X CONSIDERED
0292 591213 (17106/DAF)

DAF

1982 'X'

**MB 230
PLAXTON**

53 recliners, long MoT, well maintained, in daily use.

Choice of 2 from:

£19,500 + VAT**Tel. 0452 27809**

(17927/DA)

1984 DAF BERKHOF, 49/53 seats. Demountable toilet. Video. Coffee machine, fridge, courier seat, MoT March 1992. Lumiter fitted. Good condition throughout. Recon engine. **£43,000 ono. Tel. 0233 812002.**

(17012/DA)

**COACHMART
No 1 IN THE
INDUSTRY**

DOUBLE DECKERS

GREYHOUND INTERNATIONAL TOURS HAVE FOR SALE:

VRT Double Deck buses 1974-76, freshly painted in white, full service history, one National bus owner, prices from **£1,500-£5,000** with or without MoT, also range of **cheap coaches**, as well as **up to date models. AEC REGENT DOUBLE DECK BUS**, automatic and 1973 London Transport DMS automatic with 12 months MoT.

Finance available. Arranged subject to status.

45 Broadway, Bexleyheath, Kent DA6 7JT

Tel. 081 303 6303

(17932/DD)

FORD

**1979
FORD PLAXTON
SUPREME**

33 seater, new engine and gearbox, fitted by FORD, many new parts, too many to mention, reluctant sale. MoT Nov '91.

**£9,250 + VAT ono
Tel. 081 890 9942**

(17899/FO)

1978 FORD R1014 DOMINANT, 12 months test, taxed, Telma, side lockers, nice condition, **£2,995 ono** or part exchange Minibus. Tel. (0594) 822110/543123 (eve).

(17236/FO)

CHOICE OF TWO. FORD PLAXTON COACHES FOR SALE. 53 seaters, long MoT and recent retrim on both. Good, clean reliable coaches. Tel. 021 556 7953.

(17145/FO)

1977 Plaxton R1114 coach, 53 seater, never used off island, MoT January 1992, **£5,000. Moss, Isle of Wight (0983) 402214.**

(17892/FO)

FORD R1114, PLAXTON MK IV, S reg, 53 seats, MoT Nov 91. **£4,000 + VAT. Claverham Coaches. Bristol. Tel. 0934 833177.**

(17235/FO)

**1985 'B'
R1115
PLAXTON 3200**

53 seats, 12 months MoT. Recently fitted with complete reconditioned engine. Excellent condition throughout.

**£26,000 + VAT
Tel. 0452 27809**

(17928/FO)

LAG

FOR SALE: Choice of 2 LAG/DAF, 49 seats, panoramic, 1st December 1986, 1 January 1987. **£54,000/£55,000** respectively. Usual panoramic extras. Tel. 0205 364087 (Lincolnshire).

(17856/LA)

LEYLAND

1980 LEYLAND LEOPARD DUPE
DOMINANT II, good condition, long MoT, **£10,000**

1979 LEYLAND LEOPARD PLAXTON
SUPREME IV, re-panelled and painted, re-floored, recent MoT, very nice condition. **£10,000**

Telephone 0203 680666

(17915/LE)

1983 TIGER 245, 46 recliners with toilet, continental door, double glazing, private plate, lease or hire purchase. **£30,000. Tel. 0244 531 042.**

(17913/LE)

1980 LEYLAND LEOPARDS. 53 seater, Duple, semi auto. A.C.L., air door, excellent condition, red interior. Choice of two. MoT's Oct and Dec '91. **£13,250 + VAT each. Tel. 0932 785153/783119 (Heathrow).**

(16880/LE)

1973 Leopard, 49 seats, semi auto gearbox, MoT March 1992, **£3,000. Tel. (0744) 812547.**

(17882/LE)

LEYLAND LEOPARD, 1980, 11 metre Plaxton Express, new MoT, **£8,500 + VAT. Tel. (0383) 620600.**

(17216/LE)

**1983 TIGER
DOMINANT IV**

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

£22,000 + VAT ono**Tel: 0202 537 568**

(17126/LE)

**1988
LEYLAND TIGER**

Pneumocyclic box, Plaxton Derwent service bus, 54 seats + 24 standees, MoT, choice of 3

£49,500 + VAT ONO**TEL. 041 956 3636**

(17062/LE)

FUN BUS

**1977 FUN BUS**

Based on Ford Transit Chassis. Ideal to promote your company in carnivals etc., as we have done for the past 5 years

£2,750 VAT**Mike Pressley 042 121 3170**

(17931/FB)

MERCEDES

**MERCEDES 0303 RHD 1983**

53 recliners, plus courier, full Su-trak air cond, new clutch, service history from new.

£39,500 plus VAT**Tel. (0562) 710717 anytime
West Midlands**

(17088/MER)

1988 609D. 24 coach seats, power door, destination equipment, reconditioned engine (Feb), **£17,250 ono + VAT. 1989 507D, 20 coach seats, two tables, full luxury interior. £15,250 ono + VAT. Tel. 0785 760666.**

(17896/ME)

MERCEDES 608D, 1986, 21 high back moquette seats, 75,000 miles, very tidy vehicle, Devon Conversion. **£11,750 + VAT. Tel. Angela Coaches 042121 3170 or 5928.**

(17239/ME)

NEOPLAN

**NEOPLAN SKYLINER**

Double deck, 1984. New 12 months certificate of fitness, blue interior, white/orange/blue exterior, very tidy vehicle, Mercedes Benz V12, with 6 speed ZF gearbox.

£39,000 + VAT**NO OFFERS****Tel. (0928) 564515**

(17246/NE)

**AUGUST 1983
NEOPLAN CITYLINER**

49 reclining seats/courier seat, WC, TV/video, hot drinks, excellent condition, any inspection welcome.

£42,500 + VAT**Tel. (0928) 564515**

(16043/NE)

MAN VW

MAN ACRON

49 seats, recliners, all usual extras.

£29,000**Tel: 0702 541511 office hours**

(17140/MAN)

VINTAGE VEHICLES

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1985 VOLVO B10M IRIZAR PYRENEAN

49 seats & courier, centre sunken toilet, Continental door, drivers bunk, double glazed, radio/PA, TV/video, coffee machine, MoT May '91, reconditioned inside and out and painted in 2 pack white **£49,500**

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49/53 reclining seats and courier, demountable centre, toilet, TV, radio, PA, curtains, Telma, speed limiter, ferry lift, Webasto, MoT October 1991.

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53 reclining seats, double glazed, Webasto heater, Telma, anti-lock brakes, curtains, all rubber floor, centre carpet, very clean vehicle.

£39,950 + VAT

MoT 24-1-92

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1988 (F) VW LT 35, diesel, High Top, short wheelbase, 12 moquette low back seats, tinted windows, white, 44,393 miles. £9,000 ono. Tel. 0453 882297. (17224/MB)

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1982 BOVA EUROPA S2R, MoT August.

1981 MAN Reeve Burgess, MoT December, 27 seats.

1985 MERCEDES 608D, MoT October, radio/pa, deep boot, good condition.

1986 LEYLAND Cub Optare body, 33 seats and standees, MoT September, excellent service bus, fully auto.

1987 IVECO FORD, 15 seat, MoT May.

1987 TOYOTA OPTIMO GL, 18 seats, TV/video, hot water and fridge, good all round machine.

1987 TOYOTA OPTIMO GL, 19 seats, MoT February '92, very tidy vehicle for private work, highly presentable.

1989 FORD IVECO, 18 seater, excellent condition, new MoT.

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1988 TOYOTA OPTIMO GL, 21 seats, very good condition.

1988 FORD TRANSIT DORMOBILE, 16 seats, MoT July '91, service vehicle, power door, very handy.

1984 FORD IVECO, 14 seats, **SOLD** MoT till December, good value.

For further details contact Ian Trevis on

0388 811848

(16884/MB)

LEYLAND LEOPARD, 1980, 11 metre Plaxton Express, new MoT, £8,500 + VAT. Tel. (0383) 620600. (17216/LE)

1983 RENAULT Master. 12 seats + 5 standees. Also wheelchair ramp for 2 chairs, Express door, MoT August '91, choice of 3, £2,250. Rennies of Dunfermline (0383) 620600. (17217/MB)

1983 (A) FORD TRANSIT, petrol Mellor Ashurst, PSV, 16 seats + tail lift, white, MoT July 1991. Only 4,000 miles, since last annual. Low back moquette seats, wheel chair clamps, seat belts. Not for sale locally hence. £1,900 + VAT ono. 031 661 7060 (Edinburgh). (17099/MB)

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MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, moquette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road

£113.44 per week

Stock

MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size Overton lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass boot, all round fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lights with night fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, destination dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road

£169.94 per week

Stock

MERCEDES 609D; 24 seat service bus, 24 moquette bus seats with top hand rail, full soft carpet trim, framed bronze tinted windows, heavy duty lino to floor, destination dome and equipment, glider power door 2 x 2 speed saloon heaters, full size lift up roof vent, fluorescent saloon lights with night light fittings.

Price on the road

£154.25 per week

Stock

MERCEDES 814D; semi executive coach, 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet and fitted with forced air and individual reading lights, lift up roof vent, framed bronze tinted windows, very large fibreglass boot, all round fibreglass skirts, seat moquette matching centre roof stripe, 2 x 2 speed saloon heaters, fluorescent saloon lights with night light fitting, 3 twin and 1 single courtesy outlets with table lights, show curtains, radio/cassette with 6 speakers, heavy duty lino to floor with rubber gangway.

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1987 E Reg 29 seat Mercedes 814 6 cylinder coach

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£4,950



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p'door, used on p/hire, MoT Feb '92,
only 65,000 miles
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LASERS, 57 seats, choice of two,
MoT June/July 1991,
£29,500 + VAT each
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23 seater, Carlisle bodied
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SET OF 51 SEMI-RECLINER SEATS
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(17231)

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BEDFORD AFO 142V	18/01/92	T410	5 spd	DOMI 1	53	YES
BEDFORD BVJ 780V	18/03/92	500	5 spd	PLAXTON	53	YES
BEDFORD AUJ 739T	07/02/92	466	5 spd	DOMI 1	45	YES
BRISTOL RE OAE 957M	24/08/91	680	S/A	SERVICE	53	YES
BRISTOL RE NFM 292M	23/11/91	G150	S/A	SERVICE	50	YES
BRISTOL RE NKG 246L	15/08/91	G150	S/A	SERVICE	44	YES
BRISTOL RE UWX 368L	20/12/91	G150	S/A	SERVICE	53	YES
BRISTOL RE KTX 242L	25/06/91	G150	S/A	SERVICE	47	YES
BRISTOL RE EHU 388K	12/09/91	680	S/A	SERVICE	50	YES

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1984/5

245 manual Van Hool Alizee 'H', 51 reclining seats, two entrances,
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1983 JONCKHEERE P50

48 reclining seats, centre sunken toilet, n/s, TV, video, coffee,
fridge. £37,500.**Tel: Bob Vale Coach Sales 081 574 3424**

(17908/UN)

REGAL**COACH SALES LTD.****1989 (G) LEYLAND SWIFT VANGUARD BUS.** Automatic, Telma retarder, 39
seats, luggage pen, 16 standees, all white, new MoT.**1989 (F) VOLVO B10M 3500 PARAMOUNT,** 53 seats, rear continental door,
toilet, long MoTs, choice of two.**1989 (F) DENNIS JAVELIN PLAXTON PARAMOUNT 3200,** 53 seat coach, all
white, new MoT.**1988 (E) VOLVO B10M 3500,** Paramount, 49/53 seats, centre continental
door, toilet, new MoT.**1987 (D) BEDFORD YNT PLAXTON PARAMOUNT 3200,** 11 metre, 53 seats,
radio, pa, MoT May '91.**1986 (D) MAN BERKHOF.** 49/53 recliners, toilet, TV, video, double glazed,
bunk, Webasto, new MoT.**1986 (D) DAF MB 230 DUPLÉ 340.** 53 reclining seats, toilet, rear continental
door, new MoT.**1985 (C) BEDFORD YNT PLAXTON PARAMOUNT 3200.** 12 metre, 55
reclining seats, radio, PA, MoT May 1991.**1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE.** 3 axle, 71 seats, toilet,
TV, video, MoT May 1991.**1983 PRIVATE PLATE MAN SR280 VAN HOOL ALICRON.** 49 reclining seats,
toilet, TV, video MoT May 1991.**1983 PRIVATE PLATE LEYLAND TIGER 245 DUPLÉ LASER.** 48 reclining
seats, toilet, TV, video, MoT April 1991.**1983 (Y) VOLVO B10M VAN HOOL ALIZEE.** 53 reclining seats, courier seat,
continental door, new MoT.**1983 (Y) VOLVO B10M DUPLÉ DOMINANT IV.** 12 mtr, 53 seats, radio, PA,
new MoT.**1983 MAN T813 VAN HOOL ALIZEE,** 38 reclining seats, TV, video, centre
toilet, kitchen, MoT April 92.**1981 (W) LEYLAND LEOPARD,** Plaxton supreme IV, 11 metre, 48 reclining
seats, semi auto, tinted windows, Express doors, new MoT.**1978 (S) FORD 360 TURBO ALEXANDER.** 53 seats, service buses, choice of
2. Long MoT's.**1977 (R) LEYLAND NATIONAL.** 49 seats, 22 standees, choice of 2. Long
MoT's.**1976 (R) LEYLAND LEOPARD PLAXTON SUPREME,** 11 metre, 49 seats, semi
automatic, Express doors, MoT January '91.**1975 (N) LEYLAND LEOPARD DOMINANT.** Semi auto Paramount front, 53
seats, MoT April 1991.**1973 (L) BEDFORD YRT DOMINANT I,** 53 seat coach, MoT October 1991.**OLD MILL PARK, KIRKINTILLOCH,
GLASGOW G66 1SP****Day Telephone: 041-776 3268****Fax 041-777 8138 Evening 041-775 1884** (17137/UN)

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£13,250.**1982 (Y) BEDFORD YNT TURBO 500,** ZF 6 speed, Plaxton Supreme V, 53 re-upholstered seats, power
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SELECTION OF THE FOLLOWING VEHICLES:****X REG MAN SR 280,** High Line, 47 seater. Television, reclining seats, sunken
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(17233/UN)



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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. **New test.**
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, **new test.**

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3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTIAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90. **£7,500.**
1979 FORD DUPE DOMINANT II body, tested til end February 14-2-91.
1978 FORD PLAXTON SUPREME body. Test expired.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
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New tests.

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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTIAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTIAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTIAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTIAN, Northern Counties body, 75 seats, power steering. Test expired.
1976 LEYLAND ATLANTIAN, ECW body, 74 seats, power steering. Test expired.
1976 LEYLAND ATLANTIAN, ECW body, 74 seats, power steering. **New test.**

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PRICES FROM £3,000.

1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.
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1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats.
1979 10.3M LEYLAND NATIONAL. **New test.** 44 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
1973 11.3M LEYLAND NATIONAL. **New test.** 49 seats.
1979 11.3M LEYLAND NATIONAL, 49 seats.

1980 LEYLAND NATIONAL MK II. Leyland 680 engine. **New test.**

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LEYLAND E39 engine and gearbox.
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(13734/UN)

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**1989 MAY VOLVO
PLAXTON 3500**

49 seats, centre sunken toilet, water boiler, fridge, video and two TV screen Tempo 100.

**1989 JAN VOLVO
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As above and double glazing.

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51 seats, rear sunken toilet, water boiler. Tempo 100.

All sensible offers will be considered.

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(17183/UN)

BEDFORD PJK, 29 seats, 1978.....£3,000 + VAT ono

SELECTION OF LEOPARD DUPLES. Only two left.....c£4,500 + VAT

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HIGH WYCOMBE HAVE ANY OF THE
FOLLOWING VEHICLES FOR SALE**

1983 LEYLAND TIGER, 12 metre S/A, Plaxton 3200. Toilet, servery, telephone, tables, 42-57 seats, private plate £30,000

1978 AEC RELIANCE 760 Duple Dom 2. S/A Telma, 53 seats, Eberspacher, private plate, new test£8,000

1978 AEC RELIANCE 760 DUPLÉ DOM 2, 6-speed ZF, 53 seats, exceptional condition£7,500

1974 LEYLAND LEOPARD PLAXTON. S/A, 49 seats, private hire, good condition£3,500

1986 FREIGHT ROVER, 20 seats, new test, power door £6,750

1981 BEDFORD REEBUR, petrol, 17 seats, very tidy.....£2,950

1980 FORD TRANSIT REEBUR, 17 seats, diesel, new engine and box, very tidy£2,500

1985 MERCEDES 207, 8 seater, diesel£2,950

1982 BEDFORD CF, petrol, 8 seater, new test£950

1978 FORD, 16 seat, diesel, new test£1,850

**ALL PRICES NEGOTIABLE AND
SUBJECT TO VAT**

TEL 0494 711298/715381/674656

(17250/UN)

29 SEATER BEDFORD/PLAXTON

SUPREME, 1978, power door, Telma, Bristol dome, radio, electrics isolator, discs, MoT May 1991. POA.

29 SEATER BEDFORD/PLAXTON SUPREME, 1979, power door, radio, discs, MoT Dec 1991. POA.

19 SEATER MERCEDES/REEVE BURGESS 508D, 1982, high seats, boot, Bristol dome, tinted windows, radio cassette, body refurbished by converters, discs, MoT June 1991. POA.

FLEET UPDATE. Vehicles in daily use, exceptionally clean and all in 'above average condition'. Professionally maintained to a very high standard with a positive 'must be able to travel anywhere' attitude. Full history, seers will buy... NOT RUBBISH, hence the price.

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(17222/UN)

1980 PLAXTON SUPREME BEDFORD YMT, new MoT, Express doors, £7,500 + VAT.

1980 DUPLÉ DOMINANT BEDFORD YMT, Sept MoT, recent retrim, £7,500 + VAT.

1979 PLAXTON SUPREME BEDFORD YMT, £4,000 + VAT.

1983 DUPLÉ DOMINANT FORD R1114, power door, double glazed, test applied for, £11,000 + VAT.

1979 DUPLÉ DOMINANT FORD R1114, Telma, tints, full draw curtains, Nov test, £5,500 + VAT.

Tel. 061 790 2842

(17219/UN)

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0884 860767 Garage
0836 345304 Mobile**

1982 SETRA 215 HR, 49str, exec.....£44,950 + VAT

1985 DAF CAETANO ALGARVE, 51str, exec.....£39,950 + VAT

1984 TIGER 245 BERKHOF EVEREST, 49str, exec.....£POA

1978 BRISTOL LHL PLAXTON, 53 str, MoT June '91, well above average.....£4,500 + VAT

1977 AEC DOM II, 57str, MoT June '91.....£6,500 + VAT

1978 FORD DOM II, 53 str £1,995 + VAT

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NEW MERCEDES 709D, coachbuilt, 29 + 10 Rip Tac standees, power service door, £31,000 net early.

NEW MERCEDES 811D, Coach Built 33 coach or service, wide ent, p/door, 10 standees, 5 weeks.

NEW MERCEDES 609D, power door, 24 c/seats, stock or 26 man/door.

NEW MERCEDES 814D, coach built, 33 luxury, power swivel door, large boot, stock.

NEW MERCEDES 814, 33 a/rests, man door, f/spec. Stock

NEW MERCEDES 709, manual, 29 + 10 standees, early.

NEW MERCEDES 811, 29 + 13 standees, auto, early.

NEW MERCEDES 609D, 26 seats, large boot, 2 weeks.

NEW MERCEDES 609D, 24 c/seats, p/door, stock.

NEW TRANSIT 20, power door, power steering, air suspension, + 4 standees. Early.

NEW TRANSIT 16, H-roof, diesel, coach seats. Stock.

NEW TRANSIT 16, diesel, 5-speed, s/door. Stock.

NEW TRANSIT, 15 seats, 5-speed, diesel & petrol, stock.

NEW TRANSIT 15, diesel, automatic, early.

NEW TRANSIT 14, diesel, 5-speed, luxury, stock.

NEW TRANSIT 16, diesel, sliding door, coach seats + 5 standees, luxury or service spec, stock.

NEW TRANSIT 20, power door, plus 4 standees, diesel, 5-speed, choice coach or service seats. Early.

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NEW DAF 400, diesel, 16 PSV, hi spec, stock.

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NEW MERCEDES 709D, 27 + u/w chair lift, 2 weeks.

NEW MERCEDES 508, 18 seats or 4 w/chairs and lift.

NEW MERCEDES 410, luxury 16, 7 days.

NEW MERCEDES 408, luxury, 15 and 16 seats, 7 days.

NEW MERCEDES 308, high roof, 12 & 14 seats. Stock.

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- 90 TRANSIT, 16, side door, PSV, diesel.
- 89 MERCEDES 811, 33 seats, service bus plus standees.
- 88 MERCEDES, 24 coach seats, boot tested.
- 89 (G) TRANSIT, 14 PSV high back, diesel.
- 89 MERCEDES 811, 33 coach seats, P.D., D.P.
- 89 (G) DUPLÉ 425, 53 recliners, toilet, low miles, extras. Tested.
- 88 MERCEDES 609D, power door, 24 coach seats.
- 87 TRANSIT 12, Di, LWB, PSV tested.
- 87 TALBOT 12, diesel, 5 speed.
- 87 (D) FREIGHT ROVER, 16 high back.
- 87 TRANSIT 12, PSV, diesel, OD, new shape.
- 87 (E) FREIGHT ROVER, Deansgate, 16 diesel.
- 86 MERCEDES 608, 21 seats, long test.
- 86 MERCEDES 600D, 21 seats, excellent.
- 86 OPTARE CUB, auto, 33 p/door & standees.
- 86 (E) IVECO CAETANO, 24 air door, dual purpose.
- 86 VAN HOOL LEYLAND, ZF, 53 recl, new test.
- 86 DATSUN DIESEL crew bus, h/roof, low mileage.
- 86 (D) TRANSIT, diesel, 12 PSV, new shape.
- 86 TRANSIT 12 diesel, PSV, new shape.
- 86 MERCEDES 307, high roof, u/f tail lift.
- 85 MERCEDES 608, 27 seater, new test.
- 85 TALBOT, 14 PSV, diesel, high roof.
- 85 VOLVO ALGARVE, 48, toilet, servery, tested.
- 85 (B) MERCEDES 608, 15 seats + underfloor taillift, full PSV or 27 PSV.
- 85 TALBOT, 12, PSV, petrol.
- 85 VOLVO ALGARVE, 49/53 toilet, video, new test.
- 85 TRANSIT 16 Di coach seats, tested.
- 85 IVECO BEJA, 18 seat, power door.
- 85 RENAULT TRAFIC, 12 seats, petrol.
- 85 C MERCEDES 409/53, demountable, clean.
- 84 MERCEDES 608D, 27 coach seats, tested.
- 84 DAF JONCKHEERE MB200, Exec 49 + video.
- 83 JONCKHEERE VOLVO, twin deck, exec, full spec, 57 seats.
- 83 DODGE B BURGESS, diesel, auto, 17 F door.
- 83 VOLVO BERKHOF, exec full spec.
- 83 TRANSIT 16, petrol, no test, £750.
- 82 TRANSIT, 12 LWB, PSV, petrol, O/D, £1,000.
- 82 TRANSIT, 12 diesel, PSV, LWB, tested.
- 82 VOLVO VAN HOOL ALIZEE, Exec, new test.
- 81 DAF 200 Exec, 48 + TV, Alpha, new test. Offers.
- 81 MERCEDES, 207, diesel, PSV, 12 seats.
- 81 VOLVO B58, 53 large seats, Duplé II.
- 80 LEYLAND WILLOWBROOK SA Express.
- 79 FORD TURBO Duplé II, 35 seats, tested.
- 79 FORD 53 Plaxton, testing. Offers.
- 78 FORD PLAXTON, 53, new test. Offers.
- 78 LEYLAND NATIONAL 11.3 metre, excellent condition.
- 77 VOLVO PLAXTON VIEWMASTER, offers.
- 76/77 LEYLAND NATIONALS, 10.3 metre, long tests.
- 76 FORD PLAXTON, 53 seats. Offers.
- 76 BRISTOL, 43 express doors, coachseats, no test.
- 75 FORD, 45 Plaxton, new test.
- 75 BEDFORD SPACE CAR, 49 rec, no test. Offers.
- 75 FORD, 45 seat Plaxton, new test. Offers.
- 75 VOLVO, 53 seats, Duplé, 8-speed.
- 75 LEYLAND Duplé, 53, S/A, tested. Offers.
- 75 TRANSIT, 16 coach seats, power door.
- 74-75 LEOPARD Alexander body, manual gearbox. Tested.

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0646 651 928 24 Hours (17918/UN)**1990 (H) MERCEDES 609**, M2M, 24 seats, Boot, radio cassette, mileage 20,000, as new, sale due to loss of contract, undercutters have been in, **£23,950 + VAT**. Tel. Roger Hill, Congleton (0260) 273543 day, 276067 eves/wkends. (17203/UN)**1984 BERKHOF**, 60 seater, **£48,000**.
1979 VOLVO B58 DUPE DOMINANT II, 57 seater, **£13,000**. **1978 DAF PLAXTON**, 58 seater, **£12,000**. **1982 AEC DUPE**, 45 seater, 7ft 10in wide, **£9,000**. **1982 LEYLAND LEOPARD**, 7ft 10in wide, **£14,000**. Tel. 0271 72800 eve. (17238/UN)**WEST RIDING
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8 – 1977/78 Leyland National Mark I**8 – 1977/78 Bristol LH Plaxton DP**, some with 43 seats.**3 – 1976/78 Leyland Leopard** with Plaxton Supreme III body**1 – Leyland Royal Tiger 245**, Plaxton 3500 body, ZF gearbox, inc toilet, video and 12 months MoT.

Most have MoT certificate

*Appointment to view and tender forms (if required)***Contact David Grace**
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(Paramount front), new panels

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0395 270763) (17895/UN)**COACHMART****"I REALLY LOOK FORWARD TO FRIDAYS -
COACHMART MAKES MY WEEK"****ALAN BULLOCK - BULLOCKS COACHES****1988 DENNIS DUPE 320**. 53 recliners, courier seat, power door, Webasto heating, Telma, continental door, double glazing, gangway carpet, MoT February 1992. **£55,000**.**1986 BEDFORD YNV PLAXTON PARAMOUNT**. 53 recliners, Webasto heating, gangway carpet, new engine under warranty until November. MoT November 1991. **£39,000**.**1985 TIGER 245 VAN HOOL ALIZEE**. 53 recliners, courier seat, power door, MoT February 1992. **£42,000****1983 A REG TIGER 246 PLAXTON PARAMOUNT 3200**. 53 recliners, courier seat, much above average for year. MoT October 1991. **£32,500**.**ALPHA COACHES (BRIGHTON)****0273 502431****after 5.30pm 0273 504059**

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1983 MOSELEY ALFA GT, TV, video, hot drinks, private reg, 53 recliners, £23,000

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(17186/UN)

1979 VOLVO B58 DUPE 12M, 50 Chapman recliners, power door, new MoT. £12,000 + VAT.

1980 VOLVO B58 DUPE 12M, 55 seats, power door, MoT July 1991. £13,000 + VAT.

1980 VOLVO B58 DUPE LIM, 53 seats, power door, new MoT. £13,000 + VAT.

1983 LEYLAND TIGER VAN HOOL ALIZEE H, 50 seats, toilet, TV/video, radio/PA, MoT 11.4.91. £32,000 + VAT.

1984 VOLVO JONCKHEERE P50, 51/53, toilet, drinks, driver's bunk, wired for TV/video, MoT 2.92. £43,000 + VAT.

1984 DAF MB2000 VAN HOOL ALIZEE H, 51/55 seats, toilet, driver's bunk, drinks, TV/video, Webasto, new MoTs. Choice of two. £40,000 + VAT each.

1985 DAF SB2300 JONCKHEERE, 49/51 seats, fridge, TV/video, toilet, driver's bunk, air conditioned, radio/PA, MoT 16.2.91 and 10.3.92. Choice of two. £40,000 + VAT each.

1986 VOLVO B10M VAN HOOL ALIZEE H, 52 + rear floor toilet, wired for TV/video, MOT 11.91. £56,000 + VAT.

1987 E DAF SB2300 JONCKHEERE P50, 51/53 seats, toilet, drinks, driver's bunk, wired for TV/video, MoT 7.91. £55,000 + VAT.

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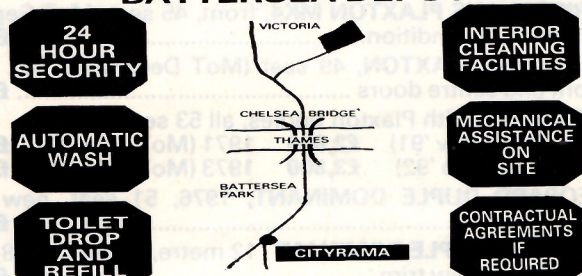
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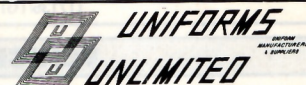
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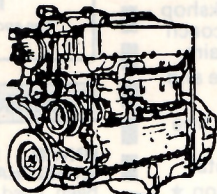
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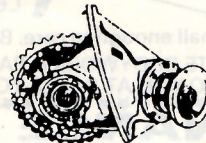
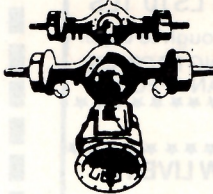
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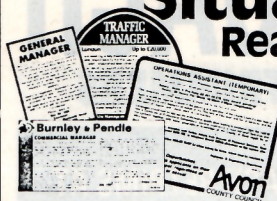
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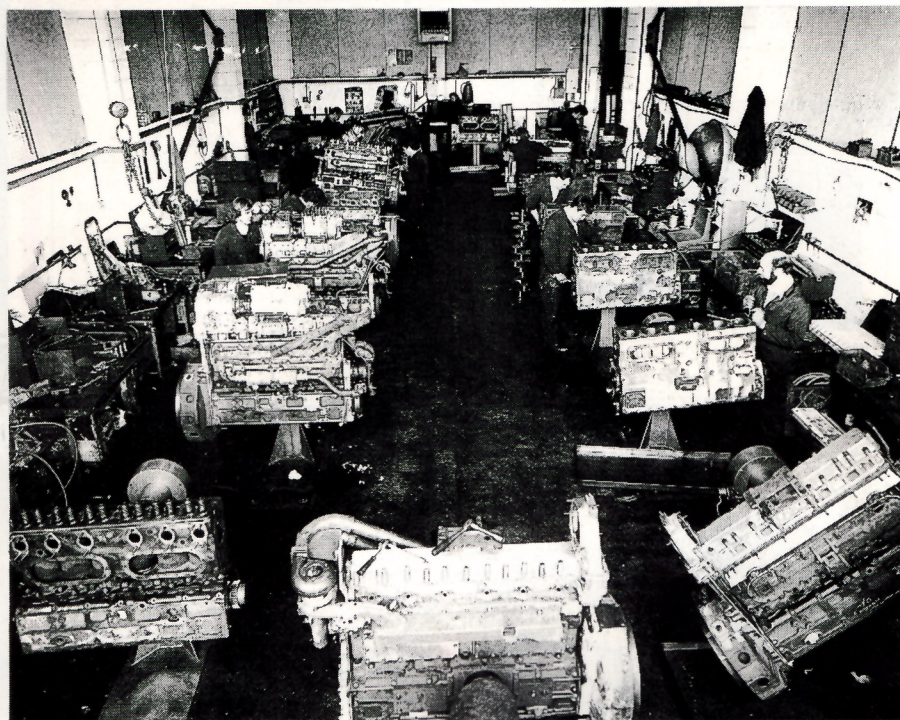
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Postcode _____ Tel: _____

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1988 DAF SB2305 DHS CAETANO ALGARVE, 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1984 MERCEDES V8 NEOPLAN CLUBLINER, 59 seater, radio, PA, tape, 2 TV & video, 2 tables, curtains, blinds, tinted glass, Webasto, power door, Cont door, toilet, water heater, courier seat, coffee machine, kitchen, side lockers and soft trim. New MoT.

1982 NEOPLAN CITYLINER MERCEDES V8, 49 seater, TV & video, coffee machine, driver's bunk, centre sunken toilet, curtains, new MoT.

1984 VOLVO B10M GALAXY, 49 reclining seats, radio/PA/tape, one monitor video system, curtains, tinted dble glazing, power door, cont door & steps, toilet, water boiler, courier seat, drivers bunk, full soft trim. Due in shortly.

1988 VOLVO B10M CAETANO ALGARVE, 49/53 seats, centre toilet, TV/video, courier seat, double glazing & curtains.

1984 BOVA EUROPA MARK 3, 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA & tape and plug door, repainted in white.

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1982 DAF PLAXTON SUPREME, radio reclining seats

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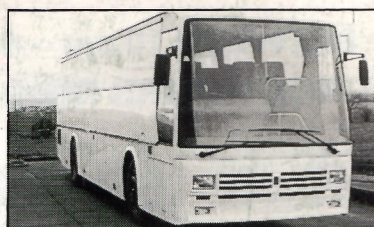
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